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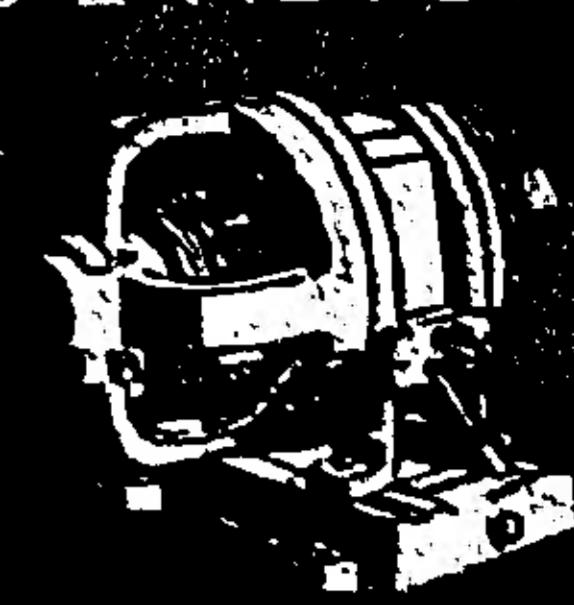
The Hongkong Telegraph.

(ESTABLISHED 1881).

69226 九月七號 香港英語 TUESDAY, SEPTEMBER 7, 1920.

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G-E MOTORS



ANDERSEN, MEYER & CO LTD.

REUTER'S TELEGRAMS.

THE STARVING LORD MAYOR.

GOVERNMENT REMAINS FIRM.

MR. BONAR LAW'S IMPRESSIVE REPLY TO LABOUR.

London, September 5.
Mr. Bonar Law, replying to the Labour Party's appeal for the release of the Lord Mayor of Cork, points out that McSwiney was one of the leaders of the Irish Republican Army which had declared itself to be at war with the forces of the Crown and, according to his own written word in one of the seditious documents in his possession for which he was convicted, he and his followers were determined to pursue their end, asking for no mercy and making no compromise. He was arrested while actively conducting the affairs of the rebel organisation under the cover of a Mayoral court. Had he been taken at his word and dealt with as an avowed rebel according to the circumstances of his capture, he would have been liable immediately to be shot. Instead, he was tried by a legally constituted tribunal and sentenced to a moderate term of imprisonment and given immediately all the privileges of a political prisoner. From the moment of his arrest he sought to defeat the ends of justice and reduce the forces of the Crown to impotence by refusing food, no doubt in the belief that that course would lead to his speedy release. It is the clear duty of the Government not only to take every step possible to suppress disorder in Ireland but also to protect those brave men who are carrying on their duties as servants of the Crown in daily peril of their lives. To release prisoners who like the Lord Mayor had been guilty of complicity in a movement which uses as one of its main instruments assassination and outrage, would be nothing short of a betrayal of those loyal officers on whose devotion to duty the fabric of social order in Ireland rests. Since the arrest of the Lord Mayor fifteen officers had been brutally and treacherously done to death without even a chance of defending themselves. Surely the sympathy which had been given in such full measure to the Lord Mayor, whose condition had been brought about by his own deliberate act, is due rather to the bereaved widows and families of murdered Irish policemen. The Government fully realises how large a part sentiment plays in all human affairs, and, if it were possible, they would gladly have taken the attitude of the English King who said of his opponent, "He is determined to make himself a martyr and I am equally determined to prevent it." Greatly as the Government sympathises with those who desire to see peace and order restored in Ireland, they cannot take a course which, as the Prime Minister had said, would inevitably lead to a complete breakdown in the whole machinery of law and government. The policy of the Government had been made clear from the outset and if the Lord Mayor dies in prison the responsibility will rest in some degree upon those, who, by their repeated appeals, have encouraged the belief that the Government would prove insincere in their determination and in the hope that notwithstanding all declarations to the contrary, his misguided action would lead eventually to his release.

Later.

It is reported that the condition of McSwiney was unchanged this evening.

AN APPEAL FROM AMERICA.

New York, September 4.
Mayor Hyland has cabled to Mr. Lloyd George, urging him "not to disgrace our war aims by further imprisoning the Lord Mayor. Those heroic fortitude has won the admiration of all who believe in rule of the people by the people."

MR. LLOYD GEORGE'S REPLY.

Lucerne, September 6.
Mr. Lloyd George, replying to the request by Mayor Hyland of New York for the release of the Lord Mayor of Cork, states politely but firmly that he cannot interfere with the course of justice and the law.

TRADE UNION CONGRESS.

THE PRESIDENTIAL ADDRESS.

London, September 6.
The anxiously awaited Trade Union Congress, which it is hoped will avert the threatened coal strike by securing a mediation between the miners and the Government, opened at Portsmouth to-day. In the presence of over 950 delegates, Mr. J. H. Thomas, M.P., delivered his Presidential Address. He said that looking at the position at home and abroad he would indeed be an optimist who could find occasion for anything but apprehension. Mr. Thomas went on to justify the formation of the Council of Action, and declared that the Council was determined to see that the objects for which it was erected, namely the complete independence of Poland and peace with Russia, was carried out and, having done that, it would be content with the results of its labours. Mr. Thomas did not believe that the workers were anxious to fight against the consolidation of Capitalist interests merely for the sake of fighting, but the other side must clearly understand that the years of sacrifice which had placed the worker in the position he holds to-day must not be lost and that they would be prepared, not as a section but as a movement to accept any challenge to their industrial freedom or economic emancipation.

Mr. Thomas, referring to Ireland, said:—The position in Ireland to-day is dangerous and sooner or later cannot fail to result in open conflict, the effects of which would shake the very foundations of the Empire. The Irish people can still be made friends of England. Let the Government drop the present Bill and cement that friendship with a bold and clear recognition of Dominion Home Rule. Let the Government realise that militarism in Ireland had failed as it was bound to fail. You cannot dragoon a nation by the sword.

HOME CRICKET.

London, September 4.

Yorkshire beat Marylebone by nine wickets.
The South beat the North by 52 runs.

REUTER'S TELEGRAMS.

EX-KAISER UNREPENTANT.

SIGNS AS "EMPEROR AND KING."

London, September 6.
That the Ex-Kaiser is still unrepentant is shown by his telegram in answer to congratulations from the Association of German Officers on the occasion of the anniversary of the Battle of Tannenberg. He says: "I heartily thank the officers for their loyal remembrance, and would that the Fatherland might have another Tannenberg. Wilhelm, Emperor and King."

GERMAN APOLOGIES TO FRANCE.

FOR BRESLAU INCIDENT.

Berlin, September 2.
The German Foreign Minister and the Prussian Minister of the Interior have visited the French Embassy and expressed to the French Ambassador the apologies of the German Government for the attack on the French Consulate at Breslau.

OFFICIAL DISMISSED.

Berlin, September 5.
It is semi-officially announced that the Prussian Government has dismissed Eugen Ernst, who is described as the Social Democratic Police President of Breslau, in connection with the affair mentioned on the 1st instant. Ernst says he was absent at the time of the outbreak and he was relieved by officers who were directly responsible. Eleven arrests have been made.

SOCIALISATION OF GERMAN MINES.

COMMISSION DIVIDED IN OPINION.

Berlin, September 4.
The so-called Socialisation Committee has concluded its deliberations on the question of socialising the coal mines. The opinion of the Commission is divided, one party favouring immediate and complete socialisation whilst the other proposes gradual socialisation, with the present retention of private capital. The Commission is unanimously of opinion that a far-reaching elimination of capitalist profits in coal mining is requisite.

The Majority Report recommends the formation of an Imperial Coal Council which shall hand over all profits to the State and fix prices. The Council will include representatives of the officials, miners and consumers.

SINN FEINERS' NEW RUSE.

ROBBERY IN MILITARY UNIFORMS.

London, September 6.
An official report from Dublin announces a new Sinn Fein ruse. Sinn Feiners, wearing military uniforms, appeared at the Police Barracks at Belfast, Fermanagh, entered the building unopposed, whipped out their revolvers and overawed the Garde whom they locked up in an outhouse. Others meanwhile locked the doors of a church where the remainder of the Garrison were attending Mass. The raiders subsequently drove off in automobiles with all arms and equipment.

LEAGUE OF NATIONS.

TO DEAL WITH PASSPORT QUESTION.

London, September 4.
The League of Nations announces that a Committee connected with the Brussels Financial Conference will meet at Paris on September 18 to examine the principles on which the expenses of the League should be distributed among its members. The Committee will include a representative from India. The League's transit organisation will meet at Barcelona in January to deal with questions affecting international travel with a view to eliminating the present inconveniences, to re-establish normal conditions, to simplify Customs formalities, and to secure better regulations for obtaining passport visas and a reduction of the fees therefor. Ex-foreign countries will be invited to send representatives on the special sub-committee.

TYPHUS IN EUROPE.

APPEAL FOR IMMEDIATE HELP.

London, September 4.
Owing to the danger of the typhus epidemic in Poland and Galicia becoming an international menace, Mr. Balfour, on behalf of the League of Nations Council, has appealed to the various Governments for the immediate provision of £250,000 of the £10,000,000 required for combating the menace. He emphasised that recent military events made the need of relief more urgent.

THE ELECTRICAL TRADES DISPUTE.

COURT OF INQUIRY APPOINTED.

London, September 5.
As regards the Electrical Trades lock-out the Minister of Labour made a statement this evening that as the resumed negotiations which had continued since September 3 had failed to end the dispute he had decided, in view of public anxiety and the desirability of furnishing the public with an impartial statement on the question, to appoint, under the Industrial Courts Act of 1919, a Court of Inquiry to investigate the causes and circumstances of the dispute. The Minister has suggested to both parties, pending the report of the Court of Inquiry, a resumption of work by the strikers and the suspension of the lock-out notices by the employers.

REUTER'S TELEGRAMS.

THE MINERS' DEMANDS.

APPROVAL OF IMPARTIAL MEDIATION.

London, September 4.
The Sunday Times publishes an interview with Mr. Smillie, the miners' leader, expressing his willingness to accept mediation by an impartial Board on the principle that the wages granted shall be commensurate with the real increase in the cost of living and a reduction in the cost of living preferably brought about by a diminution in the price of coal.

Sir Robert Horne welcomes Mr. Smillie's statement and hopes it will lead to a settlement.

SIR ROBERT HORNE'S VIEWS.

London, September 5.
As regards Mr. Smillie's declaration last evening accepting the principle of mediation, Sir Robert Horne, interviewed, said the Government would gladly let the Industrial Court decide concerning the miners' demand for increased wages and the Court, if the miners desired, could include representatives of the employers and also miners. Sir Robert Horne was of opinion that the Miners' Federation objected to an Industrial Court but pointed out that nearly all the other great Trade Unions of the country had resorted thereto, and that the Court, in recent times had proved of great efficacy. Sir Robert Horne added that Mr. Smillie's statement appeared to offer a loophole for an ultimate settlement even failing a reference to the Industrial Court. Finally, he emphasised that the supreme necessity at present was the production of coal and that increased production would justify a reconsideration of the whole wages question.

ANGLO-AMERICAN ATHLETICS.

HONOURS EVEN AT QUEEN'S CLUB.

London, September 4.
Queen's Club ground at West Kensington was packed this afternoon with spectators to watch a great athletic tussle between British Empire and American champions, mostly Olympic competitors, including prize-winners. The programme included five relay races.

The British Empire won the half-mile relay by six yards, the time being 1 min. 39.3/5 secs.

The British Empire won the two-miles by 35 yards in 7 min. 33.1/5 secs.

Earl Thompson (Canadian) for the British Empire won the 120 yards hurdles, in 14.4/5 secs which is a grass record.

America won the 400 yards relay by twelve yards, the time being 39 secs.

The British Empire won the mile relay by six yards in 3 min. 19.2/5 secs.

In the high jump, Howard Baker (England) won with 6 feet 3 1/2 inches, Landon (America) being second with 6 feet 2 1/2 inches.

In the two mile team race, America won by 14 points to 7.

In the broad jump, the Americans, Hamilton and Marchant, tied, covering 22 feet.

The 440 hurdles was won by Smart (America), Watt (America) being second. Won by a foot; time, 56.1/5 secs.

In the four miles relay race, America won by seventy yards, the time being 18 min. 8.4/5 secs.

The match thus resulted in a tie of five events all.

THE POLISH FIGHTING.

REPORTED LITHUANIAN ATTACK.

London, September 5.
The Poles at length admit that they are having trouble with Lithuania. A communiqué issued at Warsaw yesterday says Lithuanian detachments crossed the frontier laid down by Lord Curzon and attacked Polish cavalry. The communiqué remains silent regarding the outcome of the fighting.

TWO ENDEAVOURS.

Warsaw, September 5.
The Reds endeavouring to envelop Lemberg are now retreating. The Poles are endeavouring to cut off General Budien's retreat.

NEGOTIATIONS BROKEN OFF.

Warsaw, September 6.
It is announced that negotiations regarding the frontier and the future relations of Poland have been broken off and the Polish delegates are returning to Warsaw.

The Supreme Council has informed the Lithuanians that they propose a new line of demarcation running through Margarovo, Augustovo and Szczigry. It is understood that the Lithuanians place the responsibility for hostilities upon the Poles and contend that the Lithuanians were compelled to defend themselves. On the contrary, the Poles claim that the Lithuanians fired first.

THE SITUATION IN "MESPOL".

TRAIN HELD UP BY INSURGENTS.

London, September 5.
A War Office communiqué says an armoured train and a train with refugees was held up by Arabs at Istabulat, fifty miles north-west of Bagdad, as the railway was cut in two places. Strong resistance was encountered from the insurgents, who were entrenched in broken ground, and slight casualties were suffered. A repair train with troops is proceeding to Istabulat to extricate the isolated train, and aeroplanes are co-operating.

A column entered Kifri, encountering slight opposition. The town of Samarrah is quiet. The insurgents who invested it are reported to have retired.

ANOTHER OFFICER MURDERED.

Bombay, September 4.
Captain G. H. Salmon, of the 6th Devons, Assistant Political Officer at Kifri, whom the Arab tribesmen captured last week, has been murdered. Anxiety is renewed as regards Captain Lloyd and Mrs. Buchanan.

(Continued on page 7.)

ON THE PEAK.

TRROUBLE WITH RICKSHA COOLIES.

Two ricksha coolies operating in the Peak district were this morning charged by Inspector Purdin with disorderly behaviour, using insulting language and refusing fares.

Inspector Purdin said that Mr. and Mrs. H. Dreyer, who resided at No. 88, The Peak, came up to the Peak by the 7.40 p.m. car, and on arrival at the upper terminus they engaged the first defendant's ricksha which was the only one outside the Station at the time. The man refused to take Mr. Dreyer, and he even pressed down the shafts of the ricksha, but was prevented, and on perceiving that such demonstration of his unwillingness was useless, agreed to take Mrs. Dreyer in his ricksha. Mr. Dreyer walked by the side of the vehicle as it was being drawn along. When they got to the other side of the Peak Hotel, another ricksha drove into sight, this being pulled by the second defendant. A few remarks passed between him and the first defendant, and apparently as a result of these, he too, made an attempt to bolt. But he was chased by Mr. Dreyer, and eventually had to submit to the inevitable. Mr. Dreyer got into the ricksha, and was pulled to his residence. A fare of 15 cents was tendered to each of the coolies, but it was refused, and for this reason Mr. Dreyer took the coolies to the Mount Gough Police Station where they were charged.

Evidence which corroborated the Inspector's statement of the facts was given by both Mr. Dreyer and his wife. In reply, the first defendant said that Mr. Dreyer had not beckoned him at all, otherwise, being a man who sought his living by looking out for fares, he would have readily come up. The same excuse was tendered by the second defendant, who said that while not being aware of the act that his ricksha was wanted by Mr. Dreyer, he was making a dash to the terminus to secure passengers.

The allegation made by this man that he was assaulted was denied by Mr. Dreyer, who said that he did not strike the man but only used his stick to hook the man's leg in order to secure him. Quite a lot of these ricksha coolies were making trouble on the Peak.

Inspector Purdin informed his Worship that when they arrived at the Station, in the charge room Mr. Dreyer again offered the coolies their fares, but they still refused to accept them.

The Magistrate observed that there was nothing special against the second defendant. Mr. Dreyer agreed with his Worship's view. A fine of \$5 was then inflicted on the first defendant who was also bound over for a period of six months during which he is not to ply for hire at the Peak. The second man was fined \$1. and cautioned.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2/4d.

THE WEATHER.

2 p.m. Barometer: 29.53. Temperature: 85. Humidity: 81.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—

NOTICES.

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COMPANY MEETING.

THE HONGKONG STEEL FOUNDRY CO., LTD.

An extraordinary meeting of shareholders in The Hongkong Steel Foundry Co., Ltd., was held yesterday in the offices of Messrs. A. G. Gordon and Co. Mr. F. Maitland (chairman) presided and there were present Messrs. E. J. Grist, G. Grimble (by his proxy Mr. E. J. Grist) and A. C. Leith (directors), T. F. Hough, P. Tester and M. S. Northcote and Mr. A. Button, the manager.

The chairman said: When the present resolution was before the first meeting I fully explained the reasons for the same and will not detain you by again going fully into the details, but will merely state that in consequence of the death of the late Mr. Gordon and the winding up of Gordon and Co., who were under the terms of the Articles of Association the General Managers of the Company, it has been found necessary to have a new set of Articles of Association in order to vest the management in Directors in the way usual for the carrying on of limited liability companies. The new Articles have been opened to the inspection of members for some weeks past and I will now put the motion to the meeting and when same is seconded it will be opened to discussion and I shall be prepared to answer any questions that may be asked.

Mr. Hough seconded and there being no questions the resolution was put to the vote and carried.

Annual General Meeting.

The chairman said: The Report and Accounts have been in your hands for several days and I will adopt the usual course and take them as read. After a succession of fine returns the year's account under review is somewhat disappointing. Results for the first eight months were very good, but I regret that since January last the Company has been run at a loss. Keener competition, a slackening demand and the late delivery of a new electric furnace have all contributed to a failing off in profits. The electric furnace was paid for in advance last November and delivery was due early this year, but owing to strikes at home it only arrived last month and is now being fitted up. When it is in full working order, we should be able to save considerably in cost of production and profits should again be satisfactory. As will be seen by the accounts, we have, including \$3,463.55 brought forward from previous year, \$17,087.22 to deal with, and this after writing off 10 per cent. depreciation from buildings, machinery etc., launches and office furniture, leaves a total of \$9,110.75 and with assets on the books at low and safe figures, one would naturally expect that a dividend should be declared. However, your Consulting Committee, in view of the small losses which are still going on, recommend that the whole \$17,087.22 be carried forward. The late Mr. A. G. Gordon, founder of the Company, evidently foresaw what was coming when he ordered the electric plant and the late delivery has in a big measure been the cause of our setback, but I hope, with the valuable assistance of our present manager, Mr. A. Button, that we shall soon be on the road to success and that there will be a good dividend to declare for the year ending 31st May next. With these few remarks I beg to propose the adoption of the Report and Accounts as presented and that the available balance at credit of Profit and Loss account of \$17,087.22 be carried forward.

Seconded, by Mr. P. Tester. "There were no questions and the chairman declared the motion carried." It was proposed by Mr. T. F. Hough that Messrs. Lowe Bingas Auditors be re-elected. Seconded by Mr. Tester. Messrs. F. Maitland, E. J. Grist, G. Grimble and A. C. Leith. Carried.

The re-election of the following directors was proposed by Mr. Northcote, seconded by Mr. Tester. Messrs. F. Maitland, E. J. Grist, G. Grimble and A. C. Leith. Carried.

The chairman: That is all the business, gentlemen, thanks for your attendance.

EARLIER TELEGRAMS.

JAPAN AND CHINA.

London, Sept. 5.

Baron Hayashi has arrived and through Reuter has declared that the cordial Anglo-Japanese friendship is the mainstay of peace and order in the Far East, which is particularly necessary at present to the peace of the world. There had been much misunderstanding of Japanese policy concerning China. The Japanese Government is solely concerned in fully recognising Japan's obligations towards her neighbour. Its programme is mostly fair and it is second to none in insistence on the open door in China. Its desire is to work in cordial co-operation with that great republic.

CROWN PRINCE OF SIAM.

Simla, Sept. 5.

The Crown Prince of Siam is expected to arrive in Calcutta on 5th Oct. Arrangements have been made for him to visit Simla, Peshawar, Delhi, Lucknow, Agra, Saugor, Bombay and Madras. He leaves Calcutta on 23rd Nov. for Rangoon. The Prince will be the guest of the Government during his tour in India.

MUSLIMS LOYAL TO FRANCE.

Beyrouth, Syria, Sept. 5.

The loyalty of the Moslem population to France is shown everywhere on the occasion of the Beiram Celebration. Moslem papers express gratitude to France for establishing in Paris the Mosque and Islamic University.—Hares.

GERMAN APOLOGY TO FRANCE.

Paris, Sept. 5.

Germany has granted all French demands arising from the violation of the French Consulate at Breslau. Germany agrees, notably the Foreign and Home Ministers personally, to apologize to the French Ambassador.—Hares.

FRANCE'S JUBILEE.

Paris, Sept. 4.

Commenting on the fifteenth anniversary of the Third Republic, the press glowingly tributes "our admirable capital," which founded the national government. Anniversary celebrations are being held on 11th November, simultaneously with those of the armistice.

THE FRENCH PRESIDENT.

Paris, Sept. 4.

Interviewed by the "Excelsior," Colonel Fable, member of the Presidential staff, declared that M. Deschanel's health is much improved. All trace of fatigue has disappeared.

GERMAN COAL DELIVERIES.

Paris, Sept. 4.

It is stated that coal deliveries from the Ruhr region during August exceeded 1,600,000 tons. The quantity fixed at Spa was 1,500,000.

GENERAL WEYGAND DECORATED.

Paris, Sept. 5.

The French General Weygand, who engineered the victorious Polish counter-offensive, has been awarded the Cross of Grand Officer of the Legion of Honor.—Hares.

FRANCO-POLISH COMMERCE.

Paris, Sept. 5.

The Polish Finance Minister has arrived in Paris on a pending commercial agreement with France respecting the importation of Polish produce, especially sugar and petroleum.—Hares.

DANUBE TRAFFIC.

Paris, Sept. 5.

The international conference for regulating and improving traffic on the Danube will meet in Paris on Sept. 6.—Hares.

DEATH OF SIR EVELYN ELLIS.

London, Sept. 4.

The death is announced of Sir Evelyn Ellis. [Sir Evelyn Ellis, was born in 1865. After practising as a solicitor at home he was in 1896 in practice at Singapore. He was an Unofficial member of Council from 1903 to 1916 and acted as Attorney General from 1912 to 1916. He was knighted in 1914.]

NOTICES.

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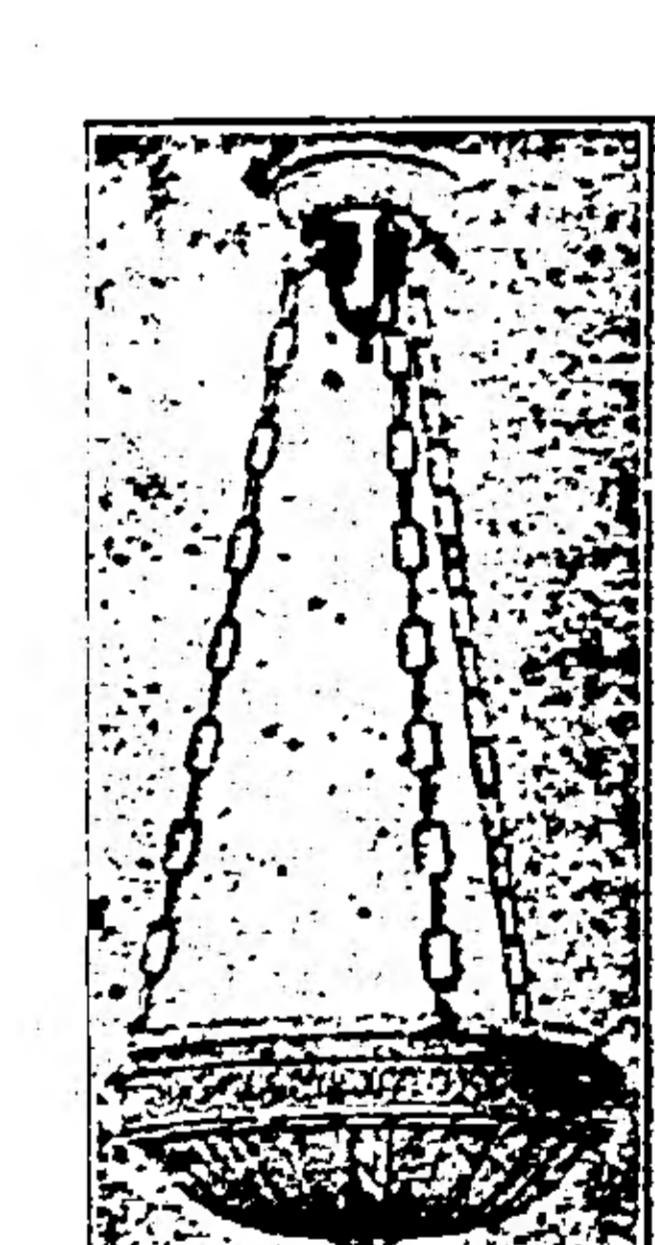
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EARLIER TELEGRAMS.

GERMAN INDUSTRIAL REVIVAL

Berlin, Sept. 4.

The "Lokal Anzeiger" states that a new company, with a capital of a hundred million marks, has been formed in Hamburg with the object of developing the existing margarine oil works and reviving the production of food fats in Germany. The Deutschebank and Hamburger Vereinsbank are participating in the formation, in conjunction with Jurgens Margarinfabriken of the Netherlands.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

H.M.S. MALAYA.

Singapore, September 6.

The cruiser Malaya is due to arrive on January 17 and leaves on February 17.

THE STRANDED ALtenburg

Singapore, September 6.

It is hoped to get the steamer Altenburg to Singapore.

NOTICES

RECEIVED

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S. S. EMPRESS OF RUSSIA

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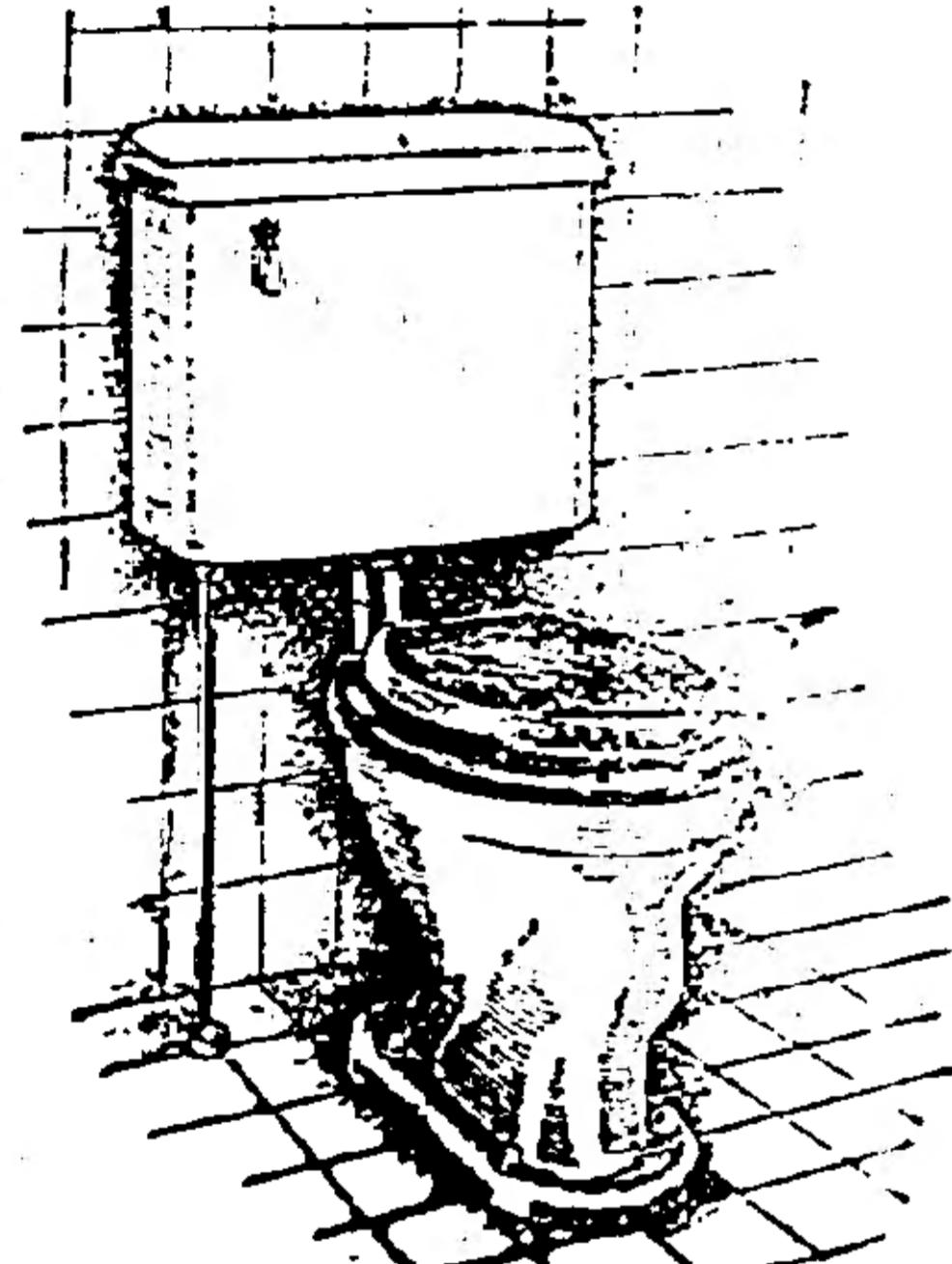
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NOTICES

BRIDGE ACROSS PACIFIC.

NEW THEORY OF MIGRATION.

Was there in far distant prehistoric times a vast continent where now is the Pacific Ocean—a continent covered with great forests, threaded by deep rivers, studded with tremendous mountain peaks and dotted over with stone cities, the homes of the people of this lost land?

Professor William A. Bryan, who holds the Chair of Zoology and Geology in the College of Hawaii, believes he has found evidence of the existence of such a continent in the shape of little fresh-water molluscs which he discovered on the island of Juan Fernandez, just off the West Coast of South America.

Juan Fernandez is the island made famous by Robinson Crusoe. That worthy was never more surprised to see the footprint in the sands than Professor Bryan was to see these molluscs. They closely resembled species found upon Hawaii—but how had they crossed the thousands of miles sea between the two places?

GREAT RIDDLE MAY BE EXPLAINED.

The islands of the South Pacific are, of course, but the summits of submerged mountains. There is, however, no unassailable evidence that the mountains whose peaks are the islands were once all above the surface—forming a continuous and continental land mass.

Yet if the molluscs found by Professor Bryan turn out to be the identical species as those on Hawaii, they form very convincing evidence indeed of such a condition. For there are no means by which they could have found their way from Hawaii to Juan Fernandez or vice versa, than along the courses of rivers. And if there were rivers there must have been land for the rivers to flow through—land, that is to say, extending from Hawaii to the coast of what is now South America.

And if such a bridge is proved to have existed, one of the most baffling mysteries of the world will be in a fair way of being solved—the riddle of the pyramids and ruins both of Central America and South America, so like those of Egypt, their legends so like the Northern African and Asiatic, and a civilisation with such striking similarities to that of Asia that it has seemed impossible not to have been in some manner connected with it.

THE BEHRING STRAIT THEORY.

For lack of a better theory, it has long been accepted as fact that the New World was originally peopled by Asiatics who crossed by way of Behring Strait. The Strait, being only 49 miles wide, and frozen all winter, this idea was undeniably plausible. But there have been serious objections. If that theory were correct, how explain the fact that in pre-Columbian days there was no civilisation worthy of the name north of Mexico, whereas in the latter country, in General America, and in Peru, there were peoples with highly developed arts, industries, and even literature?

How explain the fact that these advanced peoples had traditions and customs wholly different from those of the North American Indians?

All the evidence points to the conclusion that their ethnic stock were derived from sources not the same as those from which came the North American tribes. Their culture resembled very strikingly the cultures of southern Asia and northern Africa, the likeness being especially striking in their architecture, their sculptures, and their forms of religious worship. It extends even to their gods.

To suppose that the prehistoric ancestors of these people came all the way from northern Africa and southern Asia by way of Behring Strait, and thence made their way southward to Central and South America, without leaving behind them anywhere north of Mexico the slightest trace of their civilisation seems on the face of it an absurdity.

DROWNED MOUNTAIN FOUND IN 1891.

If, on the other hand, the former existence of a trans-Pacific land bridge be accepted, all of the mystery is cleared up. We can then recognise the Incas of Peru, the Mayas, the Toltecs, and the Aztecs as peoples transplanted from the equatorial regions of the Old World to the equatorial regions of the New World.

The former existence of a land bridge may explain the monu-

NOTICES

CHURCHES AND JOCKEYS.

CLERGY TALK OF INHUMANITY.

The Christchurch (New Zealand) Council of Churches, at its annual meeting, discussed the matter of the grievance put forward by the jockeys at the time of the formation of their association (says the New Zealand Referee).

On the motion of the Rev. J. J. North the following resolution was carried:

"The Council of Churches calls the attention of the Government and of the public generally to the inhumanity inflicted on jockeys by the present rules of racing."

"The council is convinced that the appeal of the jockeys to have the minimum weight lifted from 6st 1lb to 7st was one which every principle of humanity required should be granted."

"The cruelty of wasting down to such a weight as 6st 1lb is repulsive in the extreme."

"The council notes that the Racing Conference, largely in the interests of the horses, refused justice and humane considerations to the men."

"The council urges that the case is one for State action, and believes that the law should extend to jockeys as much protection as it extends to the brutes in the Cruelty to Animals Act."

"MISERABLE DEBILITATING CUSTOM."

In introducing the motion, Mr. North said that when the Jockeys' Association put forward its claims there was a demand that the miserable, debilitating custom of "wasting" necessary to reduce the jockeys to the very light

in tropical America. They could make their way across from southern Asia as did human beings. Other animals like wise, of course. The bears of South America are nearly related to those of Southern Asia and the jaguar of South America is very like the leopard of the Old World.

Considering that part of the supposed bridge which joined South America with Hawaii, we find its two terminal "piers" represented by great volcanic formations. The Hawaiian Islands are the exposed tops of huge volcanoes, and, as everybody knows, a tremendous plutonic activity is still manifested there.

Half-way between the west of South America and Hawaii is Oregon Bank—discovered in 1891. The depth there is less than 400ft, but on all sides of this shoal the bottom drops precipitously to more than three miles. It is a "downward mountain—an extinct volcano that does not rise quite high enough to emerge above the surface of the ocean."

The best date one can give for the breaking of the land bridge is that it must have occurred at the least 100,000 years ago.

The Continental mass, if it existed, probably ran from South Eastern Asia, taking in Australia, New Zealand, New Java, and a portion of what is now the Malay Archipelago. It extended further north than the Hawaiian Islands. It is probable that at that time that were no Andes Mountains. The subsidence which carried this lost land beneath the waters of the Pacific at the same time raised the great western South American mountain chain and perhaps the Rockies. The subsidence, Darwin proved, was gradual. Even after the mainland mass disappeared it is probable that a tremendous bridge extended for a time clear across the ocean.

THE COURSE OF THE BRIDGE.

The hydrographic charts show a strip of shallow water still running all the way from Hawaii to Midway Islands, thence southwest to the Marshall Islands, west to the Caroline Islands and Yap and south-west again to the Malay Archipelago. There is evidence also of ancient shallows from Hawaii south-east all the way to the lower west coast of South America, and taking in the Island of Juan Fernandez. Still another shelf runs eastward across lower Polynesia.

It may have been that on the submerged continent originated both the Asian and the South and Central American civilisations—that the same human stock, fleeing from the cataclysm, was split, developing through the ages on opposite sides of the dividing water. But it is more likely that the two stocks originating in Asia made their way in later times over the still-existent bridges.

The former existence of a land bridge may explain the monu-

NOTICES

weights about 1000. That union the jockeys formed was broken, so it was believed, by the personal intimacy of prominent owners. One of the men's claims was the extension to them of a piece of common humanity, and when the union was broken the jockeys were promised that the matter would be considered favourably by the Racing Conference. At the conference Mr. Ordell, a southern owner, submitted a proposal that henceforth 7st should be the minimum weight required from a jockey, and claimed that in the south the concession had produced excellent results. The conference, however, voted the proposal out. One owner declared that the adoption of the proposal would mean the penalising of first-class horses.

"We talk a lot," added Mr. North, "about Roman holidays, and of gladiators and bull fights, but this is brutality and inhumanity of the very grossest sort."

NET IN THE TURKISH BATHS.

Mr. E. C. Brown, who seconded the motion, quoted the case of a jockey he met in the Turkish baths. This boy, he said, was in a very weak and wasted state, and his frame was showing through his body. He said he was riding the next day, and had to get his weight down from 7st 2lb. to 6st. 10lb. by the morning otherwise he would lose his job.

He had already been reducing himself during the previous four days, and was in such a condition that the effort to throw off another 4lb. must have involved great danger.

The Rev. J. K. Archer said it was strange to think that the miserable weedy horse had to be pampered at the expense of the men. They were told that those horses must be preserved because there was need of cavalry horses. He did not know what the officers would do if they got astride those brutes.

Mr. P. W. Sharpe said the Council should deplore that the racing men had broken up the jockeys' organisation. The jockeys should understand that the sympathies of the council were with them.

Rev. W. McAra said it seemed strange in a country like this where there was plenty of honorable work to be done that men should be willing to reduce themselves to seven stone and under.

What sort of men would they be?

The Rev. Dr. Erwin said the council should not go beyond what was reasonable.

The motion was put and carried unanimously.

SYMPATHY WITH RIDERS.

Mr. Sharpe said it would carry tremendous weight and raise the prestige of the council if the meeting expressed some sort of sympathy with the Jockeys' Association. He moved "That we write to the secretary of the Jockeys' Association expressing our sympathy with their object in forming a strong organisation."

Rev. W. Ready said it was not within the province of the council to say the jockeys should form unions. He was against the jockeys and their trade, and would not help to bolster up either. If the jockeys wanted a union let them paddle their own canoe.

Rev. W. M'Arassid that nobody forced the jockeys to ride the horses. They could take up some other work.

The chairman (Dr. Erwin) said it was all very well to say that, but not so easy to carry out after a man had devoted his life to a certain line of work.

After further discussion Mr. Sharpe withdrew his motion.

DISCUSSION IN PARLIAMENT.

Subsequently in Parliament Mr. D. G. Sullivan directed the attention of the Government to the discussion and the resolution passed at a meeting of the Council of Churches in Christchurch in reference to the treatment of jockeys.

Mr. Masser (the Prime Minister) replied that his attention had not been called to the matter, and he was not sufficiently qualified to pass an opinion on the statement regarding the jockeys read at the council meeting.

Mr. Witty: You couldn't get down to six stone seven.

Mr. Massey: No, I would rather not; but I am not a jockey, I may say, however, that I have a considerable number of jockeys in my constituency, and I have never had a single complaint from them about getting down their weight.

Mr. Sullivan: It was one of the demands of the jockeys.

Mr. Holland: Quite right, too.

Mr. Massey said the club could make their own arrangements.

They could arrange a minimum of seven stone if they felt inclined.

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K. C. C.

THE PROMENADE CONCERT.

The Committee in charge of next Saturday's K. C. C. concert have given further evidence of their enterprising spirit. They realize that there is much talent in the Colony which needs revealing and that are keen on the scent. For Saturday's big concert they have been fortunate enough to secure the services of Mr. Maurice Hamblie a variety entertainer with a reputation. Mr. Hamblie was well-known among the Canadian Scottish in France. After being badly "strafed"—not by an audience but a "Fritzy shell"—this entertainer formed a concert party and travelled among the troops, giving over 600 concerts. When the war was over and the party had to break up, Mr. Hamblie set out to sing and dance in order to raise some cigarette money for the lads in hospital, being assisted in this by his versatile little sister. The two were presented with medals for their work on behalf of the troops. It will not be possible for Miss Hamblie to appear at the K.C.C. for the simple reason that she is in Canada but those who intend to patronise Saturday nights show may look forward to some good turns by her brother. Lovers of step-dancing will be especially entertained.

RIFLE SHOOTING.

COMING CONTESTS IN HONGKONG.

There are hopes of a resumption this year of the annual inter-port rifle-shooting competitions which came to a cessation in 1914 with the outbreak of the war. The Hon. Secretary of the Rifle League, Mr. M. S. Northcote, has communicated with Shanghai, Singapore and Penang and the only reply received so far is from the Northern port which is in favour of Mr. Northcote's proposal. These competitions will be between the best shots of each port, and as Army men are eligible there should be some fine sport.

For this year's Bisley competitions, the Police have hopes of capturing some of the trophies, as they already have in view a strong team composed entirely of men returned from the Front. The conditions of this year's competitions will be arranged next month.

LAWN BOWLS.

TAIKOO V KOWLOON.

Played at TAIKOO on Saturday and won by TAIKOO by 63 to 43.

Scores: TAIKOO: KOWLOON:

Muirhead Keith

T. Young Chapman

Pattie Farrell

Drummond S. 25 Gow S. 9

Weir Johnston

McLeod Muir

Diment Guy

Hamilton S. 21 McIver S. 19

Grimshaw Parkes

Sloan Lapsley

Morrison MacLachlan (S) 17 Russell (S) 15

63 Total 43

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Civil Service visited the K.C.C.

last Saturday and after an enjoy-

able game were defeated by 28

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Some of the Labour Ministers in Australia seem just as attached to their motor cars as their Nationalist predecessors.

The Premier stated in the Legislative Assembly recently that five or six Ministerial motors are to be sold.

It should be added that some of the Ministers whose cars are to be disposed of desire that they should be replaced by more modern ones.

The Minister for Lands, Mr. Longhlin, has handed his car to the Soldiers' Settlement Branch of his department. The Treasurer, Mr. Lang, is another who dispenses with a car attached to his particular use.

There is a proposal before Cabinet that the cars should be sold and motors hired when necessary.

GREAT ANNUAL COST.

The present annual expenditure upon cars for Ministerial use is high. For the year ended March 31 last—with a Nationalist Government in office—there were 13 Ministerial cars and two departmental ones used by Ministers.

The cost during the 12 months was £12,526. This does not take into account allowance for interest on capital depreciation, garage for some of the cars not in the Central Garage, or punt charges. The added expenditure on the hire of occasional cars was also omitted. Nor was mention made of the proportion of the salaries of officers in the Premier's Department engaged in arranging for the use of the cars.

THE HIRE SYSTEM.

These items would make a formidable total. It is claimed that this could be much reduced by the adoption of the hire system.

It is suggested that all Government cars not fully utilised—

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reference is to those now controlled by the Premier's Department—should be taken over by the State Motor Garage at a valuation. Machines and drivers would be absolutely under the control of the manager.

The manager would decide whether the requirements of any department warranted the allotment of a car and driver. If allotted, the car and driver would still be controlled by the manager, and the running costs and record kept on the lines he desired. Departments not allotted cars would from time to time, hire them from the State Motor Garage and pay a hire charge.

Whether the Cabinet will adopt the hire system remains to be seen. For three months the Ministers who like to have a car always at their disposal have staved off the proposal.

THE RIVETLESS SHIP.

ELECTRIC WELDING PROCESS.

Only one rivetless vessel has been launched so far. That is a tiny affair of 500 tons, built recently in England; but advocates of the electric welding process predict that this method will shortly be used in putting together ships of the largest size. James G. Dudley, research and experimental engineer of the Merchant Shipbuilding Corporation, who writes on "The Electric Welded Ship" in *The Transportation World* (New York), says that publicity was first given to the possibility for substituting the electric weld for rivets in shipbuilding, in December, 1917, by the Master Builders' Exchange of Philadelphia, as a means of speeding up the building programme.

This resulted in an investigation of the subject by the United States Government, and also in what Mr. Dudley calls "a veritable flood of research, experiment, invention, debate, industrial development, and even actual application." He continues in substance:

"While it is true that until a very recent date no shipbuilder had essayed an ocean-going 'rivetless' vessel wholly constructed by electric welding, nevertheless the onslaught of the radicals was such that the conservatives have been giving ground at an ever-increasing rate for the more than two years which have intervened since printer's ink focused attention upon the vast possibilities that lay in this new application of a well-known scientific and industrial art.

PROCESS USED FOR REPAIRS.

"For more than a decade both electric welding and welding by the thermit process have steadily and continuously (even if a bit unobtrusively) been repairing ocean-going vessels of heavy tonnage to the profound maritime and financial satisfaction of owners and navigators. During the same period some of the progressive steam railway managerial and engineering staffs have 'discovered' electric welding, and thereby effected economies running into hundreds of dollars annually.

"Broadly speaking, the iconoclasts of the 'Riveted Idol' claimed that his downfall and the enthronement of the 'King Welder' in his place assured not only an actual reduction of fabrication costs of more than twenty-five per cent., but, in addition, established beyond all argument: an increase of carrying capacity—by reason of physical savings of lapping of plates and heads of rivets—of fully five hundred tons in a vessel of a rated capacity of eighty-eight hundred.

"Although much publicity in lay and technical circles and Press has been given to the truly marvellous and altogether dramatic reclamation by electric welding of the damaged German vessels interned in American ports during the war, nevertheless the 'mild reservationists' in our commercial shipbuilding channels have hitherto proved very chary in predicting the design of any ships upon electric welding.

"One large Delaware River shipbuilding corporation, however, has at least gone to the length of carrying out an exhaustive analysis of some 8800-ton capacity, when building of this type of ship, yet before long some approximation of such an ideal will probably be launched, either on the Delaware or on the Clyde. Already John Bull has outstripped us in actual performance by building a 500-ton ship entirely

by electric welding. A further announcement has appeared in "International Marine Engineering," describing British conditions as follows:

"The employment of electric welding on ships has attracted some interest in America, so that the new motor-vessel, which is now being completed by Comell-Laird, and in which the whole of the work has been carried by electric welding, will, no doubt, be closely watched in that country.

Mr. Dudley goes on:

"The highest technicians in the United States Navy are eager advocates of this revolutionary method of ship-fabrication and repair, and have employed it upon a very large scale and upon structures of prime importance. Naval designers and inspectors have displayed the most sympathetic and progressive attitude toward this new aspirant for honours—notably in the design and execution of a great sea-going battleship target wholly by such means, and in addition by unqualified endorsement of electric welding for the dramatic and highly efficient repair, in record-breaking time, of the powerplants of the interned German vessels.

"A critical survey and analysis of ship-building as she is wrought generally throughout the world to-day—whether in Japan, Germany, France, England, or the United States—fully taking into account the new outlook and attitude of ship labour, as well as the economic conditions surrounding this great industry, warrant the deliberate statement that: 'There is not now in sight, or liable to be hereafter, any probable material improvement in the art or technique of riveting or even in the attained or attainable speed thereof over what pretty generally now prevails.'

RIVETING WILL GIVE PLACE.

"In the United States to-day practically all the ship-riveting is carried out by means of compressed-air tools, and from coast to coast and from the Great Lakes to the Gulf of Mexico the maximum average which has been achieved, or which may be looked for, is well under four hundred rivets per gang of four riveters per day of eight hours. In Japan and England, at least, these figures are unquestionably matched by skilled riveters who drive their rivets exclusively 'by hand'—that is to say, without the use of pneumatic tools.

"Authentic records of old-time Delaware River shipyards disclose the remarkable fact that the 1920 maximum average was exceeded by fully 50 per cent. for more than ten years before the opening of the world-war, when no modernised equipment was employed. In one respect alone does it seem possible materially to improve the riveted ship—and that is in a better control, and reduced cost, of the bolting-up operations, which must now necessarily precede the actual riveting.

"Many attempts, and some partial successes increasing the efficiency of 'bolting-up' operations were devised during and since the war, but their general effect has thus far been negligible. In electric welding alone is there any great promise of advancement in the part of ship building, and that promise lacks only vision, courage, initiative, money, and skilled technicians to bring about a revolution, or all signs fail.

LONDON BUILDING GUILD.
The *Labour News Service* states that arrangements for the London Building Guild are going ahead. Twelve thousand operatives have agreed to take up shares, and it is hoped that the number will have reached 20,000 by the time the Building Trades Parliament meets.

FRECKLES AND HIS FRIENDS

They Aren't so Bad at a Jitney Apeel!

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET.
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADUS

BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN

Sufferers from Bad Legs, Abscesses, Ulcers, Glandular Swellings, Eczema, Boils, Pimples and Eruptions, Piles, Rheumatism, Gout, etc. should realise that these complaints are the symptoms of deep rooted blood impurities, and while outward applications may give temporary benefit, they can do no more because they cannot get below the surface of the skin.

The One Way to Real Relief,

complete and lasting, is to rid the blood of the poisonous waste matter, the true cause of such troubles. To do this you cannot better Clarke's Blood Mixture. This famous medicine of over 50 years' standing promptly attacks, overcomes and expels the impurities, that's why so many lasting cures stand to its credit. Please to take and prescribe to old and young alike.

Of all Chemists and Stores.

Don't be led to try a Substitute.

Clarke's
Blood
Mixture

"Everybody's
Blood Purifier."

CONSIGNEES.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From BALTIMORE

THE Steamship

CONSIGNEES.

PACIFIC MAIL S.S. CO.

S. S. "ECUADOR."

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI & MANILA.

The above-mentioned vessel

having arrived from Baltimore

via ports, on 6th September, 1920,

consignees are hereby notified

that their cargo is being landed

at their risk into the Hazardous

and/or Extra-Hazardous Godowns

of the Hongkong and Kowloon

Wharf and Godown Co., Ltd.

Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th Sept., 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept., 8th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO.

As Operators,

U. S. Shipping Board.

1st Floor, Hotel Mansions.

PACIFIC MAIL S.S. CO.

1st floor, Powell's Building,

12, Des Voeux Road Central,

Hongkong, 6th September, 1920.

Hotel Mansions.

Hongkong, 31st August, 1920.

1st Floor, Hotel Mansions.

BY BLOSSER



WATSON'S STONE GINGER-BEER

The ONLY fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the Flavour produced by partial fermentation; without this no Stone

Ginger-Beer can be said to be genuine.

\$1.20 per dozen.

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Telephone 436.

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Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11. Ice House Street.

DEATH.

McIVER—Suddenly at Auchiblue, Scotland, A. McIver, formerly of Hongkong.

ACKNOWLEDGMENT.

Mrs. A. F. Arvelli and family beg to tender their heartfelt thanks to all those who attended the funeral, and also to those who sent condolences in their recent sad bereavement.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 7, 1920.

TAXATION OF UNDEVELOPED LAND.

We see from Manila papers to hand that the Mayor of that city has just made a proposal to increase land tax collections by levying an additional impost upon lands that are allowed to lie undeveloped. One of the journals states that it is no secret that large tracts of land lying within the city limits are being held by their owners for speculative purposes, and remarks that from their point of view, no doubt, the erection of buildings upon these tracts might impair their market value, inasmuch as prospective purchasers might desire the lands for purposes that would require the wrecking of the structures at some future date. But the fact remains that the lands are unproductive. The public receives no benefit whatever from these properties, whereas it has the right to expect some return from all land in the country. The return may come through the cultivation of the soil, through the establishment upon the land of an industry that creates additional wealth and increases production, or even through the erections of buildings that will house the population.

This proposed taxation of undeveloped land in Manila is a matter not altogether without its interest to Hongkong. Now, as our contemporary says, it is not a new theory that the landlord owes the public a distinct debt in this direction, and Governments are waking up to the fact that he must be made to meet his obligation. If, for personal reasons, he deems it advisable to leave his properties undeveloped, that is his business, but at the same time he must reimburse the people for the loss which he occasions them through his decision. So far as this proposed Manila tax is concerned, its soundness appears to lie in the point that the greatest penalty is assessed against the landlord who deprives the public of the benefits that would accrue from the development of his property for the longest period. Now, we all know that undeveloped land has been heavily taxed in England, a duty being imposed annually on the site value of the undeveloped land at a rate of one halfpenny for every £1 of that site value. The idea underlying that impost, of course, was to force all land into its best use, and thereby to free land on the margin of cultivation. Now let us note the increment value tax and the "betterment charge," both of which were imposts designed in the public interest. In regard to the latter it may be explained that it was a special charge made on persons whose property has obviously been increased in market value by a particular town or other public or quasi-public improvement, this charge being assessed on such improved value. Betterment charges are analogous to increment value in principle, but whereas the latter indicates an accretion of value due to some origin which cannot be traced, or to a cause not specifically connected with the owner, such as the general progress in wealth of the community, the former implies that the enhanced value has accrued from some specific cause, e.g., laying out or widening of streets in the vicinity. Thus it is that a local authority at Home may under the Housing and Town Planning Act recover one-half the increase in value due to the making of the town-planning scheme from the owner whose land has been so enhanced in value.

When we recall these provisions in the land laws at Home and also what Manila is now proposing to do, we begin to think it is high time some efforts were made in Hongkong to prevent further holding of land in an undeveloped state for speculative purposes. It only needs a cursory glance around the Colony, both on the island and the mainland, to disclose the fact that there are here, as in Manila, big tracts of land which are lying absolutely idle. And this, in face of the fact that people are crying out for convenient and accessible sites for building purposes. Such a situation ought not to exist, and if the present law does not remedy the evil, then it should be strengthened. Our Unofficials, if they are independent enough, should stress this point in the coming Budget debate.

NOTES & COMMENTS.

CHINA AND FOREIGN CAPITAL.

It is interesting to read the optimistic statements made by Chinese overseas who are anxious to encourage the sinking of foreign capital in the industrial enterprises of their country, but it is quite another thing when one begins to consider how foreign enterprise (and native enterprise too) has been thwarted by the summary and ill-considered action of Chinese officials themselves. We are minded of this subject by recently reading an account of speeches delivered at a luncheon given by the Foreign Trade Committee of the San Francisco Chamber of Commerce when the guests of honour were the Chinese delegates to the League of the Red Cross Convention at Geneva. They were passing through Frisco and were royally entertained. Mr. Lo King-kei, who is well-known in Shanghai, stated in the course of his speech: "I wish to assure you, gentlemen, that our mineral resources are almost untouched, our various crops are constantly increasing, and our purchasing power is great. We need your help to develop our country and various interests to our mutual benefit. I hope that you will encourage more of our capitalists to go over to China and co-operate with her people in her future development." Such appeals as that will have a little more force when it is possible to see some practical hope that money sunk in enterprises in China will be allowed to earn a reasonable interest. We all know that China's resources are almost untapped, but until there has been a great change in the internal administration of the country, where is the hope of ever being able to work these resources? There are many men in Hongkong to-day who could tell a tale of disappointment: how concessions have been obtained, and how the requisite percentage of Chinese capital has been behind the ventures; but how also efforts have been rendered practically valueless owing to the obstructive actions of petty officialdom. The development of China is a commercial matter that must be carried through on a commercial basis, and until there is a guarantee that capitalists will be able to work what they purchase they will naturally fight shy. More than anything else, China needs a modernisation in the outlook of her minor officials for if she could accomplish that she would be a long way on the road to securing all the foreign capital she needs.

STRIKES AND LOCK-OUTS.

What with big strikes looming up ahead it would appear that the old folks at Home will be having a none too cheery time of it during the next few weeks. The coal miners seem determined to secure the extra pay they are demanding, and unless there is an unforeseen development in the situation the Railwaysmen and the Transport Workers will be out on strike in sympathy with them. It is open to very serious question whether there is morality in the organisation of such huge strikes which have the effect of paralysing practically the whole of the community so that one small section of workers can get the increase they are demanding. Labour would certainly argue that there is morality because organisation and combination constitute the only weapons which the workers have with which to secure just conditions from employers. On the other hand, Capital, as represented by the big Employers' Federations, has also organised itself and has adopted the same weapon as the employees. Recently we were told by Reuter that because printers in one part of the country had gone on strike the employers threatened a general lock-out of all newspaper printers outside of London unless the discontented workers returned. One cannot blame Capital for acting like that because the workers themselves have adopted similar methods. But meanwhile, the general B.P. has to suffer the part of intermediary, but the results have been too meagre to warrant the hope that State intervention is really effective. Labour and Capital ought to solve this problem out between them, ought to establish their own Court of Arbitration, and be prepared to show a little more reasonableness than has been evidenced of late. Failing this, the country will be periodically thrown into a chaos if it can afford.

more can be effected by arbitration in their own disputes than by the stern methods of strike and lock-out. The Government at Home, through the Board of Trade and other Departments, has tried to act the part of intermediary, but the results have been too meagre to warrant the hope that State intervention is really effective. Labour and Capital ought to solve this problem out between them, ought to establish their own Court of Arbitration, and be prepared to show a little more reasonableness than has been evidenced of late. Failing this, the country will be periodically thrown into a chaos if it can afford.

DAY BY DAY.

LOVE CAN HOPE WHERE REASON WOULD DESPAIR.—Lyton.

There have been no cases of communicable disease notified for the 48 hours ended yesterday.

A collision took place yesterday between a truck and tramcar on the Praya East as a result of which a coolie was injured in the foot and was removed to Hospital.

The s.s. Gregory Apear, which sailed from Calcutta on the 30th August, has on board Lieut. Emerson, one Indian officer and 73 men, joining the 22nd Punjab.

A Chinese was yesterday knocked down by motor car No. 294 in Des Voeux Road Central. The victim received a number of injuries which necessitated his removal to the Government Civil Hospital.

We hear that a new restaurant, named the Chung Yuen, is shortly to be established at Yaumati, and that it will occupy six four-storey houses in Woo Sung Street. The capital of the undertaking is said to be \$60,000.

Last week's health return shows three fatal cases of cerebro-spinal fever (all Chinese), two non-fatal cases of enteric (one British and one Indian), as well as one non-fatal occurrence of diphtheria (British). There were two Chinese deaths from influenza.

The presiding genius whose duty it is to fire the gun which announces the arrival of the mails was a wee bit late this morning. The Mishimi Maru, which arrived from Singapore with the English mails, went alongside the wharf at 7.30 this morning, but the signal gun did not go off until 9.30.

There was quite a good-sized congregation at St. John's Cathedral last night when Mr. Deeman Fuller, gave another of his "popular" organ recitals. In all his pieces, the organist showed himself a clever and artistic interpreter of the various themes selected for treatment. Mrs. D. J. Brown, the vocalist for the occasion, greatly pleased by her capable rendering of the two solos allotted to her.

A Chinese contractor was this morning fined \$15 by Mr. N. L. Smith for not taking proper precautions whilst blasting operations were in progress. It was stated that in one case, which resulted in the present summons, a piece of rock fell on the roof of the Victoria Hospital, and made a hole about a foot square in it. On investigation by an official of the P. W. D. it was disclosed that the cover which the defendant used was not adequate, and there was a space left uncovered.

For publishing an indecent advertisement in respect of some pills, a Chinese newspaper, the *San Po*, was to-day summoned by Inspector MacKay of the Secretariat of Chinese Affairs, before Mr. N. L. Smith. The summons was responded to by a representative of the paper, who said it was due to carelessness on the part of the sub-editor that the advertisement was allowed to appear. Since the summons, the advertiser had been withdrawn. Inspector MacKay informed his Worship that the same paper had been fined \$5 on a previous occasion for the very same offence. A fine of \$25 was inflicted.

The facilities for sport of all kinds in Hongkong are many and go far towards making life bearable here, especially in the summer months. Naturally therefore sport commands a large number of adherents, more so perhaps than in any other British possession where the European population is so limited. But then there are few other British possessions where similar conditions obtain. Almost every branch of sport can be indulged in at some season or other, excepting those pastimes which find favour in regions where ice and snow are abundant, skating, skiing and tobogganning for instance. Yachting is quite naturally popular here, whilst with the advent of cool weather lawn tennis advances in public favour. In summer, swimming is the sport and all regret that the season is now nearly over. In this connection the aquatic fêtes and carnivals promoted by the Victoria Recreation Club have given delight to all. With such a programme of ever-recurring sports it can hardly be a matter for surprise that Hongkong has a reputation for sporting propensities, and that among its residents are numbered many really clever sportsmen.

I was very interested in reading, the other day, the statement made by the Colonial Secretary regarding loans to people for building purposes. It seems to me that the ordinary resident in Hongkong who has had quite enough of paying high rents and

AN ISLANDER'S DIARY.

(BY "AJAX")

Seldom, if ever, do I recollect a duller week than the one just over, and here I am stranded before acres of white paper with a mind as blank as a bald head. Still, these notes must be written, though it is not an easy matter to fill a column of chatter on current local topics. However, here goes. The Shanghai A.D.C., I notice, are essaying a new play which is to be produced in the winter. The achievements of the Shanghai amateurs in dramatic production leave us out in the cold. The Hongkong A.D.C. seems to be moribund, and I wonder whether it will ever be brought to life again. Of course, so much depends upon Mr. Sinclair. Rumour has it that he does not intend producing any more plays.

"Pinkie and the Fairies" gave him a world of worry, and interfered with his work. But with the approach of cooler days there is no reason why some one should not get busy in amateur theatricals. I hope that Mr. Sinclair will be induced to try his hand at another spectacular production, for no one is so fit as he is for such work. Apart altogether from the question as to which is the more popular form of amusement with Hongkong theatre-going audiences, the fact stands out that our amateur artistes are equally facile in either branch of theistic art, and if spectacular productions are more popular than others from the point of view of the box office, the cause may be found in the temperament of the patrons of the Theatre Royal, who like something that appeals to their imagination and that makes them laugh rather than something that makes them weep. There is no common ground for comparison, for instance between comedy, spectacular play and drama. We may prefer one form of entertainment to the other, but none would say that the Hongkong A.D.C. should confine its activities to certain channels.

Some authors, wise in their day and generation, relieve their heavy business with deft comedy touches. Even Shakespeare did not disdain to resort to such devices to lighten the gloom, for we find in that most dreary tragedy, Hamlet, a chock full as it is of tragedy, occasional gleams of sunshine. Some people go to a show to have their feelings barrowed and they resent any light touches that may be introduced into a blood and thunder tale as an unwarranted intrusion. Others go to weep, and with these even the cardboard angels descending from the skies to hover over the deathbed of the ex-Kaiser will fail to raise a smile.

We have a habit of doing ourselves well indeed in amateur plays. So I do hope that this winter will witness another ambitious production put up by Mr. Sinclair.

The facilities for sport of all kinds in Hongkong are many and go far towards making life bearable here, especially in the summer months. Naturally therefore sport commands a large number of adherents, more so perhaps than in any other British possession where the European population is so limited. But then there are few other British possessions where similar conditions obtain. Almost every branch of sport can be indulged in at some season or other, excepting those pastimes which find favour in regions where ice and snow are abundant, skating, skiing and tobogganning for instance. Yachting is quite naturally popular here, whilst with the advent of cool weather lawn tennis advances in public favour. In summer, swimming is the sport and all regret that the season is now nearly over. In this connection the aquatic fêtes and carnivals promoted by the Victoria Recreation Club have given delight to all. With such a programme of ever-recurring sports it can hardly be a matter for surprise that Hongkong has a reputation for sporting propensities, and that among its residents are numbered many really clever sportsmen.

Questioned by his Worship, witness added that she had trouble with the defendants before. She had been assaulted several times, on one occasion while she was on the staircase. Lizzie with strong arm wielded a stool on witness' back.

His Worship ordered defendants to be bound over in sum of \$50 to keep the peace for six months. Against this sentence, Lizzie entered a protest. She complained that the complainant's husband had perpetually challenged her mother to a fight on the staircase. His Worship remarked that if Lizzie wished to go into this matter, she was permitted to do so by taking out a summons.

ed has been badly let down. All the money is going to big concerns. My own idea is that these firms would have built whether the Government loans were available or not, and that they have merely applied to the authorities for assistance because they can thus get money cheap. If that is so, then the Government scheme must be written down as a failure. That was not the original aim anyhow.

MACAO NEWSPAPER SUPPRESSED.

FOR BOLSHEVISTIC COMMENT.

The Chinese newspaper, *Macao Morning Post*, was closed down on Friday last by order of the authorities for having continually published Bolshevik comment liable to incite the labourers and coolies to jointly oppose the Government and capitalists.

It will be remembered that two editors of the paper were recently banished by the Government for propagating Bolshevism, but it seems they still send daily articles from Hongkong of the same nature, in even stronger terms, and the paper continued publication of such comment in spite of three or four warnings by the authorities.

NEIGHBOURS QUARREL.

SEQUEL IN POLICE COURT.

Lizzie Solomon and her mother again brightened the Police Court this morning, with their presence, this time in consequence of the climax reached in a desultory warfare they carried on with their neighbours of the second floor which was above the one they tenanted at No. 213, Temple Street, Yaumati.

The two defendants were summoned by the second floor tenants with disorderly conduct, in that they invaded their domains, accused them of creating a noise, and then followed their words with actions which bordered on the violent.

Lizzie's tearful story was to the effect that on the 30th ultimo, at about midnight, her mother could not sleep because of the row resulting from a game of "sparrows" which was taking place on the second floor. The close of the game was marked by an awful din created by the pulling about of chairs, etc. The following morning Lizzie went up to the second floor and took the inmates to task over their conduct of the previous night, laying special emphasis on the legal point which prescribes that in Hongkong no tenants are allowed to make any noise after the solemn hour of midnight.

Lizzie was aggravated beyond measure when they told her to mind her own business and that if she and her mother did not want to experience the same row again they had better remove to the top floor.

The complainant in the case, who is the principal tenant of the second floor, told His Worship that at noon one day Lizzie's sister came up to her floor and accused her of making an unholly row on the previous night. There then proceeded an altercation which ceasing with the girl's departure, was again resumed in a more lively way when Lizzie and her mother took the field. They dragged witness down the staircase and, having got her safely on their own floor commenced an assault. The way they dispatched this part of the business was extremely interesting. Whilst the mother held witness down, Lizzie with strong arm wielded a stool on witness' back.

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TO-DAY'S MISCELLANY.

Lord Sinha has earned universal praise by his speech for the Government in the Dyer debate, several Parliamentary sketch-writers expressing surprise at his mastery of English and of argument. As Under Secretary for India, Lord Sinha has had few opportunities of showing his quality; indeed, this is the first occasion since he entered the Government when he has been called upon to speak at length upon a great theme. But those who have followed Lord Sinha's career have never doubted that he could not fail to shine in any deliberative chamber in the world. He is a graduate of Cambridge. For many years he was the ablest and most successful Indian advocate in the India High Court, and was the first Indian member of the Viceroy's Cabinet. When the question arose of a representative of India in the Imperial War Cabinet, Sir Satyendra Sinha (as he was then) was the inevitable choice. He is, needless to say, the first Indian to hold office in the Imperial Government.

The approaching retirement of Lord Stamfordham is a reminder of the difficulties encountered by our Sovereigns in providing themselves with private secretaries, largely owing to the suspicion of Ministers that a private secretary might become a Mayor of the Palace and that, in unscrupulous hands, he might be used as an instrument to embarrass Ministers, rather as George III. used the notorious "King's Friends" against Rockingham and others. The question was not by any means settled when Queen Victoria came to the throne, though William IV. had managed, not without unfavourable comment, to employ a private secretary, and it was with relief that politicians found Melbourne as Prime Minister willing also to act as private secretary. Melbourne was succeeded by the Prince Consort, who, though he was sometimes severely criticised, filled the place with tact and discretion. When he died the Queen offered the position to the Prince of Wales, who was not willing to take it. Fortunately the actual choice was wisely made. Queen Victoria was well served especially by General Grey, "that most true-hearted man," as Gladstone called him. Ponsonby followed, and the great private secretary question was laid to rest. "A delicate and responsible office" it was called by the best of judges, and a delicate and responsible office it remains.

The separate "slush funds" collected on behalf of aspirants to the Presidency, about which so much noise has been made in America this year, are trifling in amount by comparison with the sums spent by the party organisations after the rival champions are nominated. It seems to have been in 1888, when Grover Cleveland made a reduced tariff the single issue of the election, that the Republicans created the first campaign fund on the modern scale. Mark Hanna was said to have raised \$4,000,000 in four months, mainly by the application of the "fat-frying" policy. Manufacturers, that is to say, were threatened by local Republican committees that if they did not "come across" with their tribute the fat would befried out of their businesses by means of a merciless tariff. Eight years later, when Mr. Bryan scared the world of Big Business with his free-silver crusade, the Republicans spent not less than \$25,000,000 on the election of McKinley. Theodore Roosevelt, in 1901

J. T. SHAW

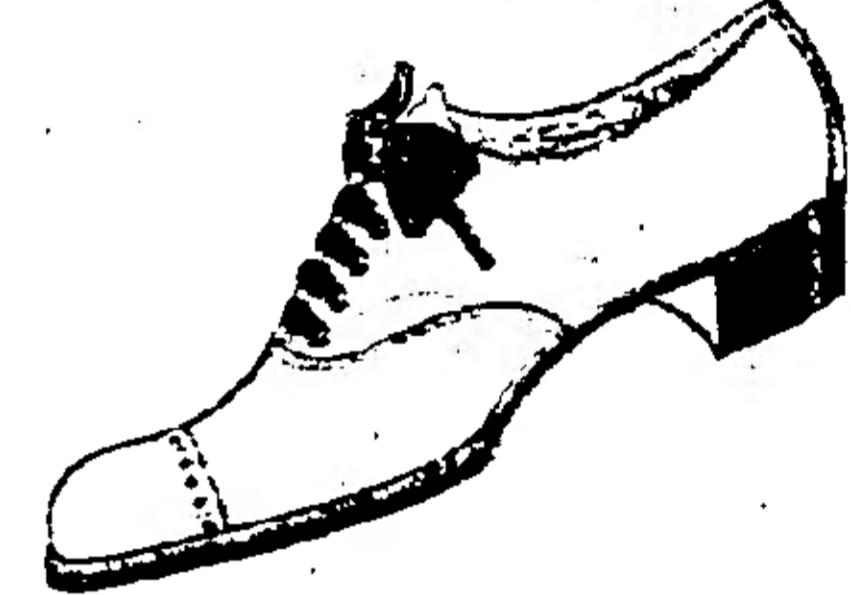
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AND MEDIUM WEIGHTS
JAEGER
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SPECIALIST IN MEN'S WEAR
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We are now Showing a
New Stock of
"KELTIC"
Boots and Shoes.

GENTS' HIGH-CLASS OUTFITTERS.

JUST RECEIVED
NEW STOCK

MOUTH ORGANS

(SINGLE & DOUBLE REEDS)

THE ANDERSON MUSIC CO., LTD.

PHONE 1322.

16. DES VOEUX ROAD.

COCKTAILS.

CALDBECK'S MANHATTAN
CALDBECK'S VERMOUTH
CALDBECK'S GIN
CLADBECK'S MARTINISirdir Lime Juice Cordial
andBrooke's Lemon Squash "Lemos"
CALDBECK, MACGREGOR & CO., LTD.

(Telephone No. 75).

WHEN YOU THINK OF
BETTER SOUP & PUDDINGSTHINK OF
THE HING WAH PASTE MFG. CO. LTD.
(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE
STARS, EGG NOODLES &c.
RING UP 2230.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

DAY BY DAY.

The Mishimi Maru brought in
over a thousand bags of mail.
The Post Office Staff has been
hard at work sorting them to-day.The free postage facilities
granted to members of H.M.
Forces in Hongkong, will be
withdrawn with effect from
September 11th.The King Yuen Sha, a labour
guild of compositors in the Hong
kong and Canton printing offices,
is making a campaign to enlarge
its membership. The guild has a
weekly newspaper. — *Canton
Times*.A Shanghai telegram says the
negotiation of peace terms be-
tween the Premier and the re-
presentatives of the Canton Mil-
itary Government has been
concluded, and the principles
have been mutually agreed upon.
A draft will be sent to Li Shan
for ratification.Whilst the mails by the
Fushimi Maru from Seattle were
being brought ashore yesterday,
an explosion took place amongst
the bags, which resulted in the
destruction of several bags of
several bags of parcels. Pre-
sumably the explosion occurred
in a tin of dye in one of
the bags, though other conjectures
were raised by the presence
of an empty tin which
had found its way into one of
the bags. The letters were the more
fortunate in the matter of results,
as beyond being somewhat dam-
aged by water and the fire which
followed the explosion, they were
still deliverable. The fire itself
was very quickly put out, with
the assistance of several buckets
of water.

LOCAL WEDDING.

STEWART-MCCUBBIN.

At the Union Club this after-
noon there was solemnised by
the Rev. G. J. Williams the
wedding of Mr. James Stewart,
son of Mr. J. Stewart of Glasgow,
to Miss Mary McCubbin, daughter
of Mr. and Mrs. J. McCubbin, of Hongkong.Given away by her father, the
bride was attired in a gown of
white silk georgette with white
bead trimming and charmeuse
satin train embroidered with
silver, and she wore a tulle veil
with wreath of orange blossom
and white heather. She carried a
bouquet of white flowers and
maiden hair fern with streamers.The bride's mother was attired
in a dress of silver grey and wore
an apricot crepe-de-china hat to
match.Mr. George Gerrard was "best
man." A reception was held after-
wards at the Hongkong Hotel,
where the bridal pair received
the good wishes of their friends.The honeymoon will be spent
at Repulse Bay.The going-away dress of the
bride was of rose pink crepe-de-
china with grey and rose pink
hat and veil.

JAPANESE NOTABLES

PASSING THROUGH THE
COLONY.By the Mishimi Maru there is
travelling Mr. Hioki Japanese
Minister to Sweden, who is going to
Japan, and who was Minister
to Peking at the beginning of the
War. His next post is not known,
but it is rumoured he will be
appointed Japanese Ambassador
to Berlin.On the same vessel are travell-
ing Mr. Nishi Japanese Minister
to Bangkok, who is going to
Japan prior to his new appoint-
ment; Count Otani, Viscount and
Viscountess Motono; Dr. Odo, Dr.
Hatori and Mr. Tatsumi, who is
ex-manager of the London branch
of the Yokohama Specie Bank.

LAND SALES.

Yesterday at a public auction
held at the P. W. D. offices Dr.
Aubrey purchased Rural Lot No.
151, in Barker Road, measuring
2,000 square feet, for \$1,440.
There was no competition, and
the lot realised the upset price.There was also auctioned in
land Lot No. 2303 in Pokfulam
Road measuring 33,400 square
feet. Bidding commenced at
\$4,100, at which price it was
knocked down to Dr. Malow.which apparently he kept ready
at hand for emergencies, but he
was unable to use it. Three
pieces of clothing, which, on sub-
sequent enquiries were proved to
have been stolen, were also
taken over by the Police,
whilst at various pawnshops
further articles of apparel
pawned by the prisoner were also
recovered.The prisoner was produced
before the Magistrate (Mr. R. O.
Hutchison) this morning and
formally remanded.

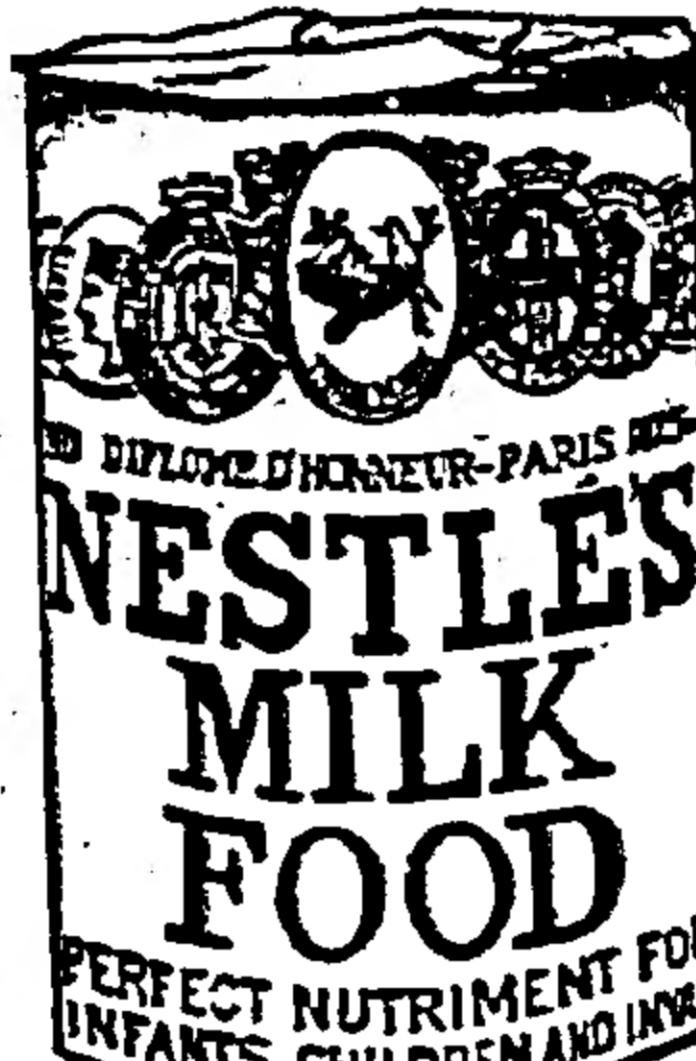
DAIRY FARM NEWS.

New Shipment just received

Couda Cheese	- 80	cents per lb.
Edam	"	" "
Cream	"	" pat
Picnic	"	" jar

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.

BRINGS



JOY TO MOTHERS

— ASK WATSONS! —

ONE MAN AND TWO
INSTRUMENTS.

NEW UNION'S MOVEMENT

A musician will in future be al-
lowed to hold a cornet in one
hand, a jew's harp, if he likes, in
the other, and bang a drum with
his foot—provided he is paid
extra for the work.The clause was cut out, and
application will be made to insert
a provision for additional wages
where one person may be asked
to do such things as bang the
drum and too; the cornet at the
same time.BELGIAN GRATITUDE TO
BRITAIN.Owing to the difficulty of
obtaining material the Office of
the Musicians' Association, a
body separate from the old Profes-
sional Musicians' Association.Mr. Maddrell, who represented
the applicant association, said it
was desired to prevent a person
from playing upon two separate
instruments.Judge Curlewis: Why should
he not play upon a flute and a
piccolo?Mr. Maddrell: In that case
the instruments are of the same
class, and the same parts are
written for them in the music.The Judge: Why should he not
play upon any instruments he
likes?Mr. Maddrell: Well, the point
is that one man might play the
cornet and beat the drum by
means of his foot.

The Judge: Why not?

Mr. Maddrell: He is doing
another man out of a job.The Judge: The clause is cut
out. I have no jurisdiction to
prevent a man from doing a law-
ful act, and if I had I wouldn't
exercise it.Mr. O'Brien (representing the
Professional Musicians' Association)
said violinist might be
asked also to perform on the
dulcimer. In that case he should
be paid extra.The Judge: Ah, there I agree
with you; and if they put a
claim in for that I shall consider
it.Mr. O'Brien: The wages are
based upon a man playing upon
one instrument, and if he is asked
to play two he should receive
extra remuneration.The Judge: I think that is a
very fair argument.Mr. O'Brien: I told them you
could not allow them this clause.The Judge: You knew some-
thing, then.Mr. O'Brien: There is no
objection to a man blowing the
cornet and playing the fiddle so
long as he is paid extra for the
work.The clause was cut out, and
application will be made to insert
a provision for additional wages
where one person may be asked
to do such things as bang the
drum and too; the cornet at the
same time.

ABOUT BABY'S WEIGHT.

Healthy babies should steadily
increase in weight. When baby
is not doing this there is some-
thing wrong, as was the case
with the child of Mrs. Thomas
Lawrence, a Canadian lady living
at Collingwood, Ontario."My baby has been very de-
licate ever since she was three
weeks old," writes Mrs. Lawrence.
"She had indigestion, and al-
though she had a ravenous
appetite her food did not do her
any good and she grew thinner
and thinner. She would scream
with the pain in her stomach,
and as she was also troubled with
constipation we were at times
afraid we would lose her. I tried
several medicines for her but they
did no good. Then I tried Baby's
Own Tablets, and her digestion
improved. Now food does her
good, and she is growing plump.
I think the Tablets are a fine
medicine for a child."Baby's Own Tablets are obtain-
able from chemists, also at 60
cents the vial from Dr. Williams'
Medicine Co., 96 Queen's Road
Shanghai.WHEN YOU THINK OF
BETTER SOUP & PUDDINGSTHINK OF
THE HING WAH PASTE MFG. CO. LTD.
(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE
STARS, EGG NOODLES &c.
RING UP 2230.

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TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers.
For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe.)
"CROSSKEYS" - - - - - About Sept. 23rd.
"ICONUM" - - - - - Oct. 6th.
For PORTLAND direct.
(Calling at Shanghai and Kobe.)
"WAWALONA" - - - - - About Sept. 7th.
"MONTAGUE" - - - - - Sept. 15th.
For SEATTLE.
Through Bills of Lading issued to Overland Common Points.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
Telephones 2477 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "CAPE MAY"
ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"
ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"
ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

AGENTS.
Telephones 2477 & 2478 5th floor
Hotel Mansions.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"
ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.
Telephones 2477 & 2478 5th floor
Hotel Mansions.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

S.S. "ECUADOR" Sailing September 8th, for Shanghai, Japan Ports and Honolulu.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ALSO
The following U.S. Shipping Board vessels

FOR SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions.

TELEPHONE 141.

Cable Address "SOLANO."

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS. TONS. LEAVE HONGKONG.
PERSIA MARU 9,000 Sept. 17th.
KOREA MARU 20,000 Sept. 30th.
SIBERIA MARU 20,000 Oct. 12th.
TENYO MARU 22,000 Oct. 23th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

ANYO MARU 18,500 Sept. 9th.
SEIYO MARU 14,000 Nov. 9th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"CHINA" "NANKING" "NILE"

Sept. 24th. Oct. 31st. Nov. 5th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.
Prince's Buildings. Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

Operating for Eastern services or account of the

UNITED STATES SHIPPING BOARD.

ALSO

AMALGAMATED WITH COSMOPOLITAN SHIPPING CO.

NEW YORK. GREEN STAR LINE. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

To SAN FRANCISCO DIRECT.

"ELKHORN" 7th Sept. | "BRAVECOEUR" 14th Sept.

TO SEATTLE.

"DEUEL" 12th September.

To ROTTERDAM and NEW YORK.

"AQUARIUS" 15th September.

"CHIPCHUNG" 15th September.

To SEATTLE & SAN FRANCISCO.

"WEST HIMROD" 24th September.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE - 1st Floor Powell's Building, 12, Des Voeux Rd. Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at

Owners option.

For freight and further particulars, apply to

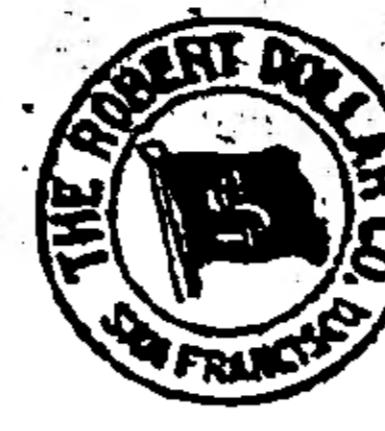
SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING

DOLLAR

LINE



SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.

STEAMERS.

SAILING DATE

FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH.
"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."
For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

792.

SAILING DATES.

EUROPE, U.S.A. ETC.	Sept. 1.
Japan	P. & O.
Delight	F. W. Co.
Ecuador	P. M. Co.
Chicago M.	O. S. K.
Wawalona	P. S. Co.
Kansas	B. L.
Birmingham C.	R. L.
Kagoshima	N. Y. K.
Lycos	B. & S.
Fushimi M.	N. Y. K.
Toba	J. C. J. L.
Cyclops	B. & S.
Achilles	B. & S.
Jaypore	P. & O.
Egremont C.	D. N. Co.
L. Farrar	R. D. Co.
Brave Coeur	S. & D.
E of Japan	C. P. O. S.
Egremont C. D. & Co.	Sept. 14
Vinita	L. A. Co.
Easterling	P. S. Co.
Cape May	P. S. Co.
Montague	P. S. Co.
Deuel	S. & D.
Melville D.	R. D. Co.
Yokohama	N. Y. K.
Surazi	B. L.
Honolulu	M. O. S. K.
Manor	B. & S.
Kanawha	P. & O.
Tanya M.	N. Y. K.
E. of Asia	C. P. O. S.
West Himrod	S. & D.
Khiva	P. & O.
Atlas M.	O. S. K.
Van Waeswyck	J. C. J. L.
Crosskeys	A. L.
Arabia M.	O. S. K.
Korea M.	T. K. K.
Katori M.	N. Y. K.
C of Dunkirk	B. L.
Eldrin	P. S. T. Co.
Ajax	B. L.
Changsha	B. & S.
Hungaria	D. & Co.
Euryalus	B. & S.
St. Albans	P. & O.
Nankin	P. & O.

JAPAN, COAST PORTS, ETC.	Sept. 1.
Kanowna	P. & O.
Chusan	B. & S.
Szechuan	B. & S.
Dakar M.	N. Y. K.
Wakasa M.	N. Y. K.
Wuhu M.	B. & S.
Tientsin	B. & S.
Mishima M.	N. Y. K.
Nansang	J. M. Co.
Sesha M.	O. S. K.
Sunning	B. & S.
Nankin	P. & O.
Hangsang	J. M. Co.
Hinsang	J. M. Co.
Takang	J. M. Co.
Haiching	D. L. Co.
Chenan	B. & S.
Hailoong	D. L. Co.
Esang	J. M. Co.
Chakang	J. M. Co.
Riojou M.	D. & Co.
Tihleboet	J. C. J. L.
Suiyang	B. & S.
Kumsang	J. M. Co.
Haihong	D. L. Co.
Huichow	M. B. & S.
Taiian M.	N. Y. K.
Borueo M.	D. & Co.
Tjondari	J. C. J. L.
Tjibodas	J. C. J. L.
Bengkalis	J. C. J. L.
Sado M.	N. Y. K.
Nikko M.	N. Y. K.
Tjumaneok	J. C. J. L.
Loksang	J. M. Co.
G. Apac</td	

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR
AND
EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, Ceylon, India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia,
including New Zealand & other Island Ports,
Red Sea, Egypt, Europe, etc.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
JEYPORE (cargo)	5,200	13th Sept.	M'les, London & Antwerp.
DILWARA	5,400	13th Sept.	Spore, Colombo & B'bay.
KHIVA	9,000	25th Sept.	M'les, London & Antwerp.
NANKIN	6,900	7th Oct.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
JAPAN	6,100	7 Sept. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.
KANOWNA	7,000	25th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
ST. ALBANS	4,500	6th Oct.	

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
KANOWNA	7,000	7th Sept.	M'ji & Kobe.
NANKIN	6,900	10 Sept. noon	Sh'hai, M'ji, Kobe & Y'hama.

S.S.	Tons	From Hong-kong (about)	Destination
G. APCAR	4,900	11th Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcel Post: more than 1/2 lb. £2 10s will be received at the Company's Office on or soon after the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'long, Manila, Sh'hai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern.

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI M. (Omitting Manila, Kaelung) Sat., 11th Sept., at 11 a.m.

KATORI MARU Thursday, 30th Sept., at 11 a.m.

TAJIMA MARU Friday, 8th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

KAO MARU Friday, 10th Sept., at noon.

YOKOHAMA MARU Friday, 17th Sept., at noon.

HAMBURG, LONDON & ANTWERP

MARSEILLES & LIVERPOOL via S'pore, C'p'g, Suez & Port Said.

TOTTORI MARU Tuesday, 25th September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept., at 11 a.m.

NIKO MARU Wednesday, 29th Oct., at 11 a.m.

NEW YORK

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TAIANG MARU Wednesday, 15th September.

YETODOFU MARU Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobo & Yokohama.

NIKO MARU Saturday, 13th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

MISHIMA MARU Wednesday, 8th Sept., at noon.

DAKAR MARU Wednesday, 8th September.

WAKARA MARU Wednesday, 8th September.

SADO MARU Friday, 17th Sept., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 232 & 233. S. YASUDA, Manager.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

JAVA-CHINA-JAPAN LIJN.

Also Operating
JAVA PACIFIC LIJN.

NEXT SAILING.

TJIBODAS ... Java 11th Sept. 16th Sept. Shanghai.

TJILEBOET ... Japan 12th Sept. 14th Sept. Java.

TJIMBOEK ... Java 13th Sept. 18th Sept. Yokohama.

Bengkulu ... Manila 14th Sept. 17th Sept. Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken, through rates to all ports in Netherlands-India and Australasia.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK**VIA SUEZ CANAL**

Sailing on or about 14th September.

LLOYD TRIESTINO.**FOR SHANGHAI & YOKOHAMA.****S.S. "ECREMONT CASTLE"**

VIA SUEZ CANAL

Sailing on or about 14th September.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 3rd October.**S.S. "AFRICA"** Sailing about 7th November.

Passenger's Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 16th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 8th Sept.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAITO KAISU KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apec Lines.

For Freight or Passage apply to:—

DODWELL & CO., LTD., Agents.**AUSTRALIAN
ORIENTAL LINE.****HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.****SAILING (SUBJECT TO ALTERATION).****Arrives Hongkong from Australia****Leaves Hongkong for Australia****CHANGSHA 25th Sept. 1st Oct.**

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Agents.

Telephone No. 36.

COASTAL SHIPPING.**INDO CHINA STEAM
NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination Steamer Sailing

STRAITS & CALCUTTA Namang Thur. 9th Sept. at 3 p.m.

SHANGHAI via Swatow Hangsang Fri. 10th Sept. at d'light.

SANDAKAN Hinsang Fri. 10th Sept. at noon.

MANILA Takang Fri. 10th Sept. at 3 p.m.

SHANGHAI Esang Sat. 11th Sept. at d'light.

KOBE Chakang Mon. 13th Sept. at 3 p.m.

STRAITS & CALCUTTA Kumsang Tues. 14th Sept. at 3 p.m.

HAIPHONG via Hoibow Loksang Wed. 15th Sept. at 8 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Panang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading issued to Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTHS LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on 9th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "KUMSANG" will be despatched on about 14th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For Steamers To Sail

TO-DAY'S PICTURES.



WELL-KNOWN SCENARIO WRITERS.

Mr. and Mrs. John Emerson, well known scenario writers, sailing for Europe from the States. Mr. Emerson is president of the Actors' Equity Association while Mrs. Emerson is better known as Anita Loos.



OFF TO PALESTINE.

Sir Herbert and Lady Samuel, photographed just as they were to leave England for Palestine.



HEAD OF MARINE CORPS.

Major General John A. Lejeune who has been appointed Commandant of the U. S. Marine Corps. General Lejeune succeeds Major General Barnett who was commandant for six years.



MAKES YOUR HAIR CURL.

At the beauty show with live models, recently held by the American Hair Dressers' Association, among the many appliances for aiding woman's crowning glory was a machine that will wave up to fifty-two curls at one time.



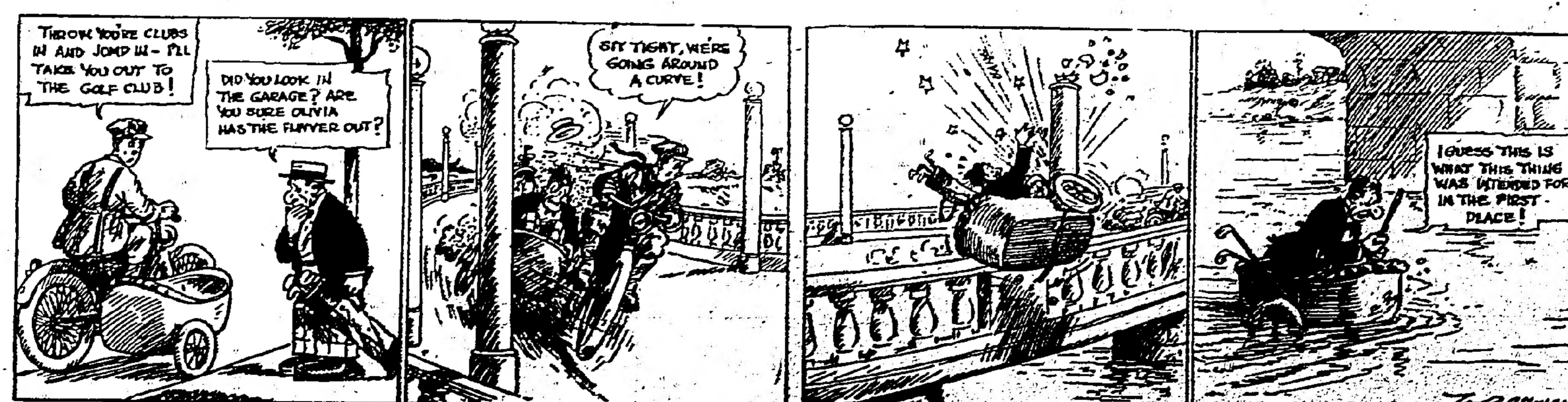
A NEW VOGUE.

Miss Irene Wilson and Miss Elsa Wheaton of the "Night Boat" company at the New York Hippodrome, who have begun a campaign against the high cost of living by wearing high boots which will eliminate expensive shoes and silk stockings.

DOINGS OF THE DUFFS.

Tom Gets a Little Thrill.

BY ALLMAN.



NOTICES.

"COMMANDER"

"Commander" stands supreme in its power to satisfy the most fastidious smokers. It is a mild, pleasing cigarette made in a "Super Size". . . .

"Commander must be smoked to be appreciated"

Westminster
Tobacco
Co. Ltd.
London



POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 8 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIIS.

Japan—Per KAGA M., 9th Sept. U.S.A. Japan and Shanghai—Per EXPRESS OF JAPAN, 9th Sept. Europe (via Nagapatan)—Per NANKIN, 9th Sept. Shanghai—Per CHENAN, 9th Sept. U.S.A. and Japan—Per PERSIA M., 10th Sept.

OUTWARD MAIIS.

TO-MORROW. Shanghai, N. China, Japan via Kobe—Per MISHIMA M., 8th Sept., 10 a.m. Shanghai & North China—Per TIENSIN, 8th Sept., 3 p.m. Fort Bayard—Per WA SUN, 8th Sept., 5 p.m. Japan via Kobe—Per SHINSEI M. No. 5, 8th Sept., 4 p.m. Swatow, Amoy and Formosa via Keelung—Per AMAKUSA M., 8th Sept., 11 a.m. Shanghai, N. China, Japan via Kobe, Honolulu, Canada. United States, C. & S. America and Europe via San Francisco—Per ECUADOR M., 8th Sept., Reg. 9.45 a.m. Letters 10.30 a.m. Formosa via Keelung. *Japan via Kobe, Canada, United States, Central & S. America and Europe via San Francisco—Per DELIGHT, 7th Sept., Reg. 8.45 a.m. Letters 9.30 a.m. THURSDAY, 9TH SEPT. Japan via Nagasaki—Per TORIN MARU, 9th Sept., 9 a.m.

*Correspondence bearing vessel's name only.

WEATHER REPORT.

Sept. 7d. 11a. 5pm. No returns from Japan and Vladivostock. Pressure has decreased slightly from Shanghai to Weihaiwei, and increased slightly elsewhere; the depression remains to the south of the Yangtze Valley.

Hongkong. Rainfall for the 24 hours ending at 10 a.m. today, 0.34 inch. Total since January 1st, 81.43 inches, against an average of 68.22 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

The Parcel Mail will be closed on Friday, 10th Sept., inst. at 5 p.m.

FRIDAY, 10TH SEPT.

Shanghai and North China—Per SUNNING, 10th Sept., 3 a.m. Shanghai, North China & Japan via Moji—Per NANKIN, 10th Sept., 10 a.m. Philippine Is.—Per TAKSANG, 10th Sept., 2 p.m. Sandakan—Per HINSANG, 10th Sept., 10 a.m. Shanghai & North China—Per ESANG, 10th Sept., 5 p.m. Swatow, Amoy and Foochow—Per HAICHING, 10th Sept., 1 p.m. Philippines Islands—Per YUEN SANG, 10th Sept., 2 p.m. Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi. Egypt & Europe via MARSEILLE—Per KAGA M., 10th Sept., Reg. 9.45 a.m. Letters 10.30 a.m.

SATURDAY, 11TH SEPT.

Swatow, Amoy and Foochow—Per HAIGOONG, 11th Sept., 1 p.m. Shanghai and North China—Per CHENAN, 11th Sept., 5 p.m. Formosa via Keelung, *Shanghai, North China and *Japan via Nagasaki, *Canada, United States, Central and South America and Europe via Victoria—Per FUHIMI M., 11th Sept., 10 a.m.

THURSDAY, 9TH SEPT.

Japan via Nagasaki—Per TORIN MARU, 9th Sept., 9 a.m.

Previous Day on date on date.

at 2 p.m. at 5 a.m. at 2 p.m.

Barometer 29.52 29.55 29.58

Temperature 85 79 85

Humidity 76 95 81

Wind Direction W. CALM. SW.

Wind Force 2 0 2

Weather c o o

Rain 0.01 0.00 0.35

Highest open air Temperature on the 6th 87

Lowest open air Temperature on the 7th 78

H.K. Observatory, Sept. 7, 1920.

C. W. JEFFRIES, Director.

TRADE MARK
Asahi Lager Beer
DAI NIPPON BREWERY COMPANY LIMITED TOKYO, JAPAN. SPECIALLY BREWED FOR EXPORT.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Banks b. 625 s. 625/30
East Asia n. 115

Marine Insurances.

Cantons n. 375
North Chinas n. 160
Unions b. 182/2 s. 182/2
Yangtze n. 23
Far Easterns n. 20

Fire Insurances.

China Fires n. 125
H. K. Fires n. 318

Shipping.

Douglases b. 83 1/2
H.K. Steamtoats b. 23 1/2
Indos (Pref.) b. 18
Indos (Def.) L. R. a. 205
Shells n. 151 1/2
Ferries b. 24 1/2

Refineries.

Sugars n. 223
Malabons n. 55

Mining.

Kailana n. 110
Langkate n. 15 1/2
Shanghai Loans b. 15 1/2
Shai Explorations b. 130

Raubs n. 27 1/2

Troncos n. 20
Ural Caspian b. 20

Docks, Wharves, Godowns, &c.

H.K. Wharves n. 87
K. Docks b. 145
Shai Docks n. 124
N. Engineering n. 27

Lands, Hotels & Buildings.

Centrals b. 107
H.K. Hotels b. 142
H.K. Land n. 113 1/2
H. Phryes Est. b. 78 1/2
Kloon Lands b. 36
L. Reclamations b. 140
West. Points b. 52

Cotton Mills.

Exws n. 150
Kung Yiks n. 50
Lan Kung Mows n. 200
Orientals n. 125 1/2
Shai Cottons n. 125
Yangtzeopos n. 12

Miscellaneous.

Cements b. 820 s. 830
China Horners b. 540
Do. Light old n. 716 n. 549
China Providents b. 73 1/2
Dairy Farms b. 21 1/2
Electric H. K. n. 18 1/2
Electric Macao n. 30
Hongkong Ropes b. 23
Hk. Tramways b. 65 1/2
Peak Trams, old b. 610
Do. new b. 69 1/2 cts.

Steam Laundries b. & c. 374
Steel Foundries b. 10
Water-boats b. 13 1/2
Watson's b. 51 1/2
Wim. Powells b. 12 60
Wiseman b. 35
Hk. East Asia n. 1
Kowloon Lands b. 1

Hongkong, Sept. 7, 1920.

TIDE TABLE.

6th to 12th Sept. 1920.

Dist.	Forecast	S.W. winds, moderate; occasional rain.	Low Water	High Water
1 Hongkong to Gap Rock	cloudy; occasional rain.	9 1/2	10 1/2	7 1/2
2 Formosa Channel	The same as No. 1.	11 1/2	12 1/2	9 1/2
3 South coast of China between H.K. & Hainan.	The same as No. 1.	12 1/2	13 1/2	10 1/2
4 South coast of China between H.K. & Hainan.	The same as No. 1.	13 1/2	14 1/2	11 1/2
5 Hainan.	The same as No. 1.	14 1/2	15 1/2	12 1/2
6 Hainan.	The same as No. 1.	15 1/2	16 1/2	13 1/2
7 Hainan.	The same as No. 1.	16 1/2	17 1/2	14 1/2
8 Hainan.	The same as No. 1.	17 1/2	18 1/2	15 1/2
9 Hainan.	The same as No. 1.	18 1/2	19 1/2	16 1/2
10 Hainan.	The same as No. 1.	19 1/2	20 1/2	17 1/2
11 Hainan.	The same as No. 1.	20 1/2	21 1/2	18 1/2
12 Hainan.	The same as No. 1.	21 1/2	22 1/2	19 1/2
13 Hainan.	The same as No. 1.	22 1/2	23 1/2	20 1/2
14 Hainan.	The same as No. 1.	23 1/2	24 1/2	21 1/2
15 Hainan.	The same as No. 1.	24 1/2	25 1/2	22 1/2
16 Hainan.	The same as No. 1.	25 1/2	26 1/2	23 1/2
17 Hainan.	The same as No. 1.	26 1/2	27 1/2	24 1/2
18 Hainan.	The same as No. 1.	27 1/2	28 1/2	25 1/2
19 Hainan.	The same as No. 1.	28 1/2	29 1/2	26 1/2
20 Hainan.	The same as No. 1.	29 1/2	30 1/2	27 1/2
21 Hainan.	The same as No. 1.	30 1/2	31 1/2	28 1/2
22 Hainan.	The same as No. 1.	31 1/2	32 1/2	29 1/2
23 Hainan.	The same as No. 1.	32 1/2	33 1/2	30 1/2
24 Hainan.	The same as No. 1.	33 1/2	34 1/2	31 1/2
25 Hainan.	The same as No. 1.	34 1/2	35 1/2	32 1/2
26 Hainan.	The same as No. 1.	35 1/2	36 1/2	33 1/2
27 Hainan.	The same as No. 1.	36 1/2	37 1/2	34 1/2
28 Hainan.	The same as No. 1.	37 1/2	38 1/2	35 1/2
29 Hainan.	The same as No. 1.	38 1/2	39 1/2	36 1/2
30 Hainan.	The same as No. 1.	39 1/2	40 1/2	37 1/2
31 Hainan.	The same as No. 1.	40 1/2	41 1/2	38 1/2
32 Hainan.	The same as No. 1.	41 1/2	42 1/2	39 1/2
33 Hainan.	The same as No. 1.	42 1/2	43 1/2	40 1/2
34 Hainan.	The same as No. 1.	43 1/2	44 1/2	41 1/2
35 Hainan.	The same as No. 1.	44 1/2	45 1/2	42 1/2
36 Hainan.	The same as No. 1.	45 1/2	46 1/2	43 1/2
37 Hainan.	The same as No. 1.	46 1/2	47 1/2	44 1/2
38 Hainan.	The same as No. 1.	47 1/2	48 1/2	45 1/2
39 Hainan.	The same as No. 1.	48 1/2	49 1/2	46 1/2
40 Hainan.	The same as No. 1.	49 1/2	50 1/2	47 1/2
41 Hainan.	The same as No. 1.	50 1/2	51 1/2	48 1/2
42 Hainan.	The same as No. 1.	51 1/2	52 1/2	49 1/2
43 Hainan.	The same as No. 1.	52 1/2	53 1/2	50 1/2
44 Hainan.	The same as No. 1.	53 1/2	54 1/2	51 1/2
45 Hainan.	The same as No. 1.	54 1/2	55 1/2	52 1/2
46 Hainan.	The same as No. 1.	55 1/2	56 1/2	53 1/2
47 Hainan.	The same as No. 1.	56 1/2	57 1/2	54 1/2
48 Hainan.	The same as No. 1.	57 1/2	58 1/2	55 1/2
49 Hainan.	The same as No. 1.	58 1/2	59 1/2	56 1/2
50 Hainan.	The same as No. 1.	59 1/2	60 1/2	57 1/2
51 Hainan.	The same as No. 1.	60 1/2	61 1/2	58 1/2
52 Hainan.	The same as No. 1.	61 1/2	62 1/2	59 1/2
53 Hainan.	The same as No. 1.	62 1/2	63 1/2	60 1/2
54 Hainan.	The same as No. 1.	63 1/2	64 1/2	61 1/2
55 Hainan.	The same as No. 1.	64 1/2	65 1/2	62 1/2
56 Hainan.	The same as No. 1.	65 1/2	66 1/2	63 1/2
57 Hainan.	The same as No. 1.	66 1/2	67 1/2	64 1/2
58 Hainan.	The same as No. 1.	67 1/2	68 1/2	65 1/2
59 Hainan.	The same as No. 1.	68 1/2	69 1/2	66 1/2
60 Hainan.	The same as No. 1.	69 1/2	70 1/2	67 1/2
61 Hainan.	The same as No. 1.	70 1/2	71 1/2	68 1/2